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305 167  
311 849  
314 227

*Com Willoughby - 1st Combat Exercise Pkt  
CORDEEN SLIPPER*

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10720 P942 of 12 October 1971.

*Frank W. Martino 20 Nov 1979*  
Signature/date

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*30 Jul -  
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ComPhibGroup-1

Post Exercise Report, GOLDEN SLIPPER, 30 Jul-4 Aug 1967

ComPhibGru-1; Exercise GOLDEN SLIPPER Post Exercise Report. 6 Sep 1967.  
[S&C 314 227]

COMPhibFor, PACFLT; LOI for Exercise GOLDEN SLIPPER. 10 Feb 1967. With  
ch 3 (Msge, 1 Jul 67) [S&C 305 167]

ComPhibGru-1: Operation Order 393-67, Exercise GOLDEN SLIPPER (PHIBLEX 2-67).  
17 Jul 1967. [S&C 311 849]

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COMMANDER AMPHIBIOUS GROUP ONE  
FLEET POST OFFICE  
SAN FRANCISCO 96601

FG1-1/312:aln  
03500  
Ser: 3-076  
6 September 1967

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From: Commander Amphibious Group ONE  
To: Commander Amphibious Force, U. S. Pacific Fleet

Subj: Exercise GOLDEN SLIPPER Post Exercise Report; forwarding of (U)

Ref: (a) COMPHIBPAC LOI for Exercise GOLDEN SLIPPER (PHIBLEX 2-67)  
with changes; ser 31-088 of 10 Feb 67  
(b) COMPHIBPAC INST 03100.1B

Encl: (1) Task Organization  
(2) Test and Evaluation of Objectives  
(3) Detailed Comments, Conclusions and/or Recommendations  
(4) Personnel and Material Casualties  
(5) SUROB Transmission Instructions  
(6) Waterborne Unloading Serial Reporting System  
(7) Copy of Underwater Wire Officer's, Beachmaster Unit ONE, Comments

1. Exercise GOLDEN SLIPPER was conducted during the period 30 July to 4 August 1967 in accordance with reference (a). This report is submitted in accordance with references (a) and (b).

2. Exercise GOLDEN SLIPPER was designed to provide training for participating Navy and Marine Corps forces in planning and executing an amphibious operation in a counter-insurgency environment. The locale was Southern California with the rehearsal at Silver Strand and the surface assault landing at Camp Pendleton.

a. Forces participating in Exercise GOLDEN SLIPPER with task designers are listed in enclosure (1).

b. Enclosures (2) and (3) provide amplifying information regarding the accomplishment of the Exercise Test and Evaluation Objectives, Conclusions and Recommendations. Enclosure (4) is a Compilation of Personnel/Material Casualties.

3. Exercise Summary

a. Summary of Events

(1) Concurrent planning commenced on 28 February. The GOLDEN SLIPPER Operation Order was published on 17 July 1967.

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(2) Embarkation commenced at 300600T July at Del Mar and San Diego. Loading for all ships was completed at 311100T July. An unopposed sortie was executed at 1500T the same day from San Diego.

(3) Landing Force Reconnaissance and Underwater Demolition activities commenced in the objective area on the evening of 30 July.

(4) A rehearsal was conducted off GREEN 2 and WHITE 2 Beaches as Silver Strand on 1 August by the Task Group with F-Hour (Feint Hour) 0630T, H-Hour 0730T and L-Hour 0740T. A landing was made and the assault waves of the Landing Force disembarked but did not maneuver ashore. Helicopters conducted a turnaway landing with no troops embarked. The troops were re-embarked and a rehearsal critique was held aboard the flagship.

(5) The Task Force preceded to the objective area on the night of 1 August, making an unopposed entry into the objective area on the morning of 2 August, D-Day. All ships were anchored at 0500T. CATF signalled "Land the Landing Force" at 0500T and all Pre-H-Hour transfers were completed at 0550T. The Diversionary Element (TE 176.0.4.2) landed 'A' Company, 1st Bn, 28th Marines in LVTs over GREEN Beach at 0630T (F-Hour). Waves 1 and 2 landed early 40 seconds and late 30 seconds respectively. The Transport Unit (TU 176.0.4) landed BLT 1/28 in LCVPs, LCUs and LCMs over RED Beach at 0730T (H-Hour). Waves 1 through 4 landed early 2 minutes, early 15 seconds, on time and late 2 minutes respectively. The helicopter assault scheduled for 0740T (L-Hour) had to be delayed due to low visibility in the landing zone. BLT 1/23 commenced the helicopter assault at 0950T in LZ KATHY Vic BM 683 (MG 7296). The AABFS was installed and operable at 1159T, the twelve-section causeway at 1242T. The Underwater Wire System was intermittently operational from 1200T on D-Day.

(6) General offloading commenced at 1200T on D-Day and was completed at 0810T on D+1.

(7) On the morning of 3 August (D+1), with the Landing Force established ashore, the ships of the Amphibious Task Force were chopped to normal OPCON as backloading was completed. LSTES departed the Amphibious Objective Area on 3 August.

b. Exercise Objectives. Commander Amphibious Group ONE considers that exercise objectives were met subject to the comments in paragraph 4 and enclosure (2).

#### 4. Comments and Recommendations of Interest to Higher Authority

a. Surf observation reports (SUROBS) were coded for this operation to enhance task group security and to speed delivery of the reports to Commander Task Group 176.0. There were several instances of improper coding of elements



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of this report but these coding errors did not detract from the usefulness or reliability of the system. Increased security and timely receipt of this perishable information was accomplished. Operator proficiency will improve through continued use and will result in a decrease of coding errors.

Recommendation: That this coding system be used in the next EASTPAC amphibious exercise for further evaluation and possible incorporation into amphibious doctrine. Details of the system are included in enclosure (5).

b. An abbreviated Waterborne Unloading Serial Reporting System was used in the exercise and found to be useful in maintaining the status of serial off-loading. This format has been modified to reflect "lessons learned"

Recommendation: That this system be utilized in future exercises. The modified unloading status format developed is included in enclosure (6)

c. Despite the fact that NGLO personnel were thoroughly briefed on the need for maximum use of assigned destroyers for naval gunfire support, only limited use was made of their services. Aside from the scheduled preparatory fires on GREEN and RED Beaches and HLZ KATHY only six-call-fire missions were requested from MADDOX and no missions from SHELTON during the initial 24-hour period following H-Hour. This less than optimum employment of NGF was the result of difficulty in establishing communications with PLT 1/23. In addition, this same communications failure resulted in a delay in the FSCC accepting responsibility ashore for control and coordination of supporting arms.

d. An ORESTES Task Group Broadcast was activated during this exercise vice the usual JASON Broadcast. It was highly reliable and the speed and ease of restoring ORESTES is superior to JASON.

Recommendation: That ORESTES be utilized in future operations.

e. Considerable difficulty was experienced in making the underwater wire system operable (see enclosure (7)). Part of the difficulty may have stemmed from the problem of handling two reels of wire in one boat. Another boat or LARC-5 would have been useful to hold the bulk of the second 3,000 yards of "spiral four" wire. In addition, the congestion on the beach, vehicles running over wires and wires being fouled in seaweed compounded the problem. Early installation of the underwater wire system is desirable. In this exercise, however, time to accomplish the installation and reliability demonstrated indicate the need for further study, improvement and evaluation of underwater wire laying technology and practices.



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f. As an outgrowth of the exercise the Chief Naval Observer recommended that standard operating procedures be adopted for the conduct of amphibious training exercises in EASTPAC. In this regard, a standard amphibious operation order had previously been submitted by COMPHIBGRU THREE to COMPHIBPAC. Additionally, COMPHIBGRU ONE (by endorsement to the Post Exercise Report to the BEACH CABIN exercise series) directed COMPHIBRON SEVEN to develop and submit a proposed ARG-level exercise SOP to COMPHIBGRUEASTPAC for evaluation.

g. Under wartime conditions the L-Hour delay probably would have caused a revision and delay of H-Hour. Because of the compression of time for Reserve unit training and PAO considerations the separation of the two assaults was accepted. Details regarding the delay in L-Hour and comments pertaining are included in enclosure (3).

J. T. BURKE, Jr.

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COM ELEVEN  
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CO, USS ESTES (AGC 12)  
CO, USS IRO JIMA (LPH 2)  
CO, USS OKANOGAN (APA 220)  
CO, USS HENRICO (APA 45)  
CO, USS PT DEFIANCE (LSD 31)  
CO, USS CABILDO (LSD 16)  
CO, USS WEXFORD CTY (LST 1168)  
COMANSHIPFLOT ONE  
CO, USS SUMMIT CTY (LST 1146)  
CO, USS JEROME CTY (LST 848)  
COMNAVBEACHGRU ONE  
CO, ACB ONE  
ACRON ONE  
ACDIV ELEVEN  
CO, BNU ONE

COMNAVOPSUPPGRUPAC  
CO, BSU ONE  
CO, UDT TWELVE  
CO, RJU ONE  
COMTACGRU ONE  
CO, TACRON TWELVE  
COMCRUDESPAC  
COMDESRON NINE  
CO, USS MADDOX (DD 731)  
CO, USS SHELTON (DD 790)  
COMDESPON FIVE  
COMDESDIV 192  
COMDESDIV 52  
CG, 4TH MARDIV (20)  
OIC, STRATEGIC ANALYSIS SUPPORT GROUP  
8621 Georgia Avenue  
Silver Spring, Maryland  
20910  
COMPHIBTRALANT (Chairman AWB)

Forces Participating in Exercise GOLDEN SLIPPERTask Organization

TG 176.0 Amphibious Task Force

TG 179.0 Landing Force

TU 176.0.0 Special Operations and Command Unit

TE 176.0.0.1 Flagship Element

USS ESTES (AGC 12)

TE 176.0.0.2 Tactical Air Control Element

TACRON 12

TE 176.0.0.6 Command Information Bureau

TU 176.0.1 Reconnaissance and Underwater Demolition Unit

USS SHELTON (DD 790)

1 PCF

1 LCSR

TE 176.0.1.1 Recon and UDT Element

UDT 12 DET

TE 176.0.1.2 Landing Force Amphibious Recon Element

Det, CO B, 5TH Recon BN

TU 176.0.2 Loading Unit

USS ESTES (AGC 12)

USS IWO JIMA (LPH 2)

USS HENRICO (APA 45)

USS OKANOGAN (APA 220)

USS PT DEFIANCE (LSD 31)

USS CABILDO (LSD 16)

USS WEXFORD CTY (LST 1168)

USS JEROME CTY (LST 848)

USS SUMMIT CTY (LST 1146)

TE 176.0.2.1 San Diego Loading Element

USS ESTES (AGC 12)

USS HENRICO (APA 45)

USS OKANOGAN (APA 220)

Enclosure (1)

TE 176.0.2.2 Del Mar Loading Element

USS PT DEFIANCE (LSD 31)  
 USS CABILDO (LSD 16)  
 USS WEXFORD CTY (LST 1168)  
 USS JEROME CTY (LST 848)  
 USS SUMMIT CTY (LST 1146)

TE 176.0.2.3 LPH Loading Element

USS IWO JIMA (LPH 2)

TU 176.0.3 Movement Unit

USS ESTES (AGC 12)  
 USS IWO JIMA (LPH 2)  
 USS HENRICO (APA 45)  
 USS OKANOGAN (APA 220)  
 USS PT DEFIANCE (LSD 31)  
 USS CABILDO (LSD 16)  
 USS WEXFORD CTY (LST 1168)  
 USS JEROME CTY (LST 848)  
 USS SUMMIT CTY (LST 1146)

TU 176.0.4 Transport Unit

USS ESTES (AGC 12)  
 USS IWO JIMA (LPH 2)  
 USS HENRICO (APA 45)  
 USS OKANOGAN (APA 220)  
 USS PT DEFIANCE (LSD 31)  
 USS CABILDO (LSD 16)  
 USS WEXFORD CTY (LST 1168)  
 USS JEROME CTY (LST 848)  
 USS SUMMIT CTY (LST 1146)  
 USS SHELTON (DD 790)  
 USS MADDOX (DD 871)

TE 176.0.4.1 Transport Control Element

USS PT DEFIANCE (LSD 31)  
 USS CABILDO (LSD 16)

TE 176.0.4.2 Diversiónary Element GREEN Beach

USS WEXFORD CTY (LST 1168) (PCS)  
 BJU DET

TE 176.0.4.3 LPH Element

USS IWO JIMA (LPH 2)

TE 176.0.4.4 LST Control Element  
USS WEXFORD CTY (LST 1168)  
USS JEROME CTY (LST 848)  
USS SUMMIT CTY (LST 1146)

TE 176.0.4.5 Beach Party Team Element  
1 Beachmaster Team

TE 176.0.4.6 Pontoon Causeway Element  
1 Causeway Team

TE 176.0.4.7 Bulk Fuel Element  
1 Bulk Fuel Team

TE 176.0.4.8 Del Mar Port Control Element

TE 176.0.4.9 Assault Craft Element  
2 LCU  
3 LCM-8

TU 176.0.5 Naval Gunfire Support Unit

USS MADDOX (DD 731)  
USS SHELTON (DD 790)

TU 176.0.6 Chief Observer (Naval)

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Landing Force/4th Marine Expeditionary Brigade

Task Organization

4th Marine Expeditionary Brigade (TG 179.0)

Hq, 4th MEB  
Hq Co (-), 4th MarDiv  
Det, 4th MAW, (Staff Aug)  
Comm Co (-), Hq Bn, 4th MarDiv  
Comm Spt Co, 12th Comm Bn

Co B (-), 5th Recon Bn (TU 179.0.1)

RLT 23 (TU 179.0.2)

Hq Co (-), 23d Marines  
Det, 3d ANGLICO (Air & NGF Ln)  
Co C (-)(Rein), 5th Engr Bn  
Det, Comm Co, Hq Bn, 4th MarDiv  
Det, Hq Btry, 3d Bn, 13th Marines (Arty & NGF Ln)

BLT 1/23 (TE 179.0.2.1)

1st Bn, 23d Marines  
Mortar Btry, 3d Bn, 13th Marines  
Det, 3d ANGLICO (Air & NGF)  
Det, Shore Party Group ALFA (HST #1)  
Det, MAG-46, 4th MAW  
Det, 4th Shore Party Bn  
1st Plt (Rein), 9th Engr Co  
Det, Comm Plt, Hq Co, 23d Marines  
Det, 7th 105 How Btry (Arty Ln & FOs)  
Det, Co C (-), 5th Med Bn (Coll Sqd)

BLT 1/28 (TE 179.0.2.2)

1st Bn (-), 28th Marines  
Co C (-)(Rein), 5th Amtrac Bn  
Det, 3d Bn, 13th Marines (Arty & NGF Ln, FO Tms)  
Det, 3d ANGLICO (FAC)  
Det, Comm Plt, Hq Co, 23d Marines  
1st Plt (Rein), Co C (Rein), 5th Engr Bn  
1st Plt, Co C, 5th Tank Bn

Co A (Rein), 1st Bn, 28th Marines (TE 179.0.2.3)

Co A, 1st Bn, 28th Marines  
1st Plt, Co C, 5th Amtrac Bn  
Det, 3d Bn, 13th Marines (NGF & FO Tm)  
Det, 3d ANGLICO (FAC)  
Det, H&S Co, 1st Bn, 28th Marines

1 Sec, 81mm Mortar Plt  
 1 Sec, 106mm RR Plt  
 FAC Party  
 Det, Co C (-), 5th Med Bn (Coll Sqd)

Landing Force Aviation (TU 179.0.3)

MASS-4 (TE 179.0.3.1)  
MACS-23 (TE 179.0.3.2)

MAG-42 (TE 179.0.3.3)  
 Det, H&MS-42  
 Det, Comm \_\_\_\_\_ (Radio Relay)

VMA-133  
 VMA-134  
 VMF-112  
 Det, VMR-216

MAG-46 (TE 179.0.3.4)  
 Det, H&MS-46  
 MAGS-47 (-)  
 Det, Comm \_\_\_\_\_ (Radio Relay)

HMM-764  
 HMM-769  
 HMM-770

Landing Force Artillery (TU 179.0.4)

3d Bn (-)(Rein), 13th Marines  
 Hq Btry  
 G Btry  
 7th 105mm How Btry

Shore Party Group Alfa (TU 179.0.5)

Co C (-)(Rein), 4th SP Bn  
 Co C, 4th MT Bn  
 1st Plt, MP Co, Hq Bn, 4th MarDiv  
 Det, Naval Beach Group One  
 Det, 4th MEB LSG

Det, 5th Serv Bn  
 Det, MT Maint Plt, Maint Co  
 Det, Engr Maint Plt, Maint Co  
 Det, Elec Maint Plt, Maint Co  
 Det, Hq Plt, Maint Co  
 Det, Ord Maint Plt, Maint Co  
 Det, Co Hq, Supply Co  
 Det, Supply Plt, Supply Co



Ration Sqd, Ration Plt, Supply Co  
 Fuel Sqd, Fuel Plt, Supply Co  
 Ammo Sqd, Ammo Plt, Supply Co

Det, 5th FSR

Det, Support Co, H&S Bn  
 Det, Trk Co, H&S Bn  
 Det, Supply Co, Supply Bn  
 Det, Bulk Fuel Co, Supply Bn  
 Det, MT Maint Co, Maint Bn  
 Det, Elec Maint Co, Maint Bn  
 Det, Engr Maint Co, Maint Bn  
 Det, Ord Maint Co, Maint Bn

Det, 4th FSR

Det, Air Del Plt, Spt Co, H&S Bn  
 Det, MT Maint Co, Maint Bn

Logistics Support Group (TU 179.0.6)

H&S Co (-), 4th Shore Party Bn  
 Co A, 13th MT Bn  
 3d Plt (Rein), Co C (Rein), 5th Engr Bn  
 MP Co (-), Hq Bn, 4th MarDiv  
 Co C (-), 5th Med Bn

Evaluation of Training Objectives1. To provide training for participating Navy and Marine Corps forces in planning:

This training objective was successfully met. Although concurrent planning was made difficult due to the physical separation of Marine regular/reserve units and Navy elements, planning schedules were met. Three changes to the CATF Operation Order were issued. The last change was issued on 1 August (D-1) after it became necessary to modify the ship-to-shore movement due to intelligence data that depicted an improvement of enemy fortifications on RED Beach.

Considerable training was obtained at all levels in preparation of operation orders. Comment was made that a standard operating procedure for the conduct of amphibious training exercises in EASTPAC such as CTF 76 OPODER 120 be adapted. While this SOP would be in accordance with current operating procedures in SEASIA it should be remembered that training in "classical" amphibious operations is essential. The experience in writing an operation order is important in the training of all staff officers. This will ensure a continuing capability and readiness for operations other than those currently being conducted in SEASIA. It is suggested that where possible, the EASTPAC forces train first in conducting an exercise where a complete operation order is written and then in an exercise using a standard operation order. This would cover both aspects of training.

2. To provide training in the conduct of counter-guerrilla operations:

This training objective was successfully met.

The problem setting scenario and enemy play provided an excellent training vehicle for all participating forces. Although the actual landing was pointed more towards the classic amphibious operation, it pointed up that flexibility and ability to modify the plan at any time up to H-Hour, when intelligence so dictates, is necessary.

This training objective, by nature, had greater application for Marine Corps units. Some of the highlights of their operations were search and clearance of several native villages; a Rough Rider type convoy which included tanks, amphibian vehicles, fixed wing and helicopter cover; a helilift assault on an isolated enemy troop concentration; patrolling; ambushes and reconnaissance for intelligence and Sting Ray missions.

3. To provide training in gathering, evaluating and disseminating combat intelligence in a counter-insurgency environment:

This training objective was partially met. There was a definite lack of sufficient, timely reporting on the enemy situation from H-Hour, D-Day until the departure of CATF from the area. Tasked units, both air and ground did not submit enemy information on the appropriate landing force and air recon-

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naissance nets. Communications outages contributed to this insufficiency of information. Insofar as the Marines were concerned, the MEB commander was provided a continuing and accurate assessment of the intelligence situation. Of note was the effectiveness of the G-2 air observer on D+1.

4. To provide planning and training in the initiation of civic action and pacification projects:

This training objective was met to a limited degree. The rapidly changing tactical situation and short duration of the exercise ashore (48 hours) limited civic affairs operations. Emphasis, initially at least, must be placed on securing the beachhead and landing zone complexes. Most civic action and pacification projects are long term activities that require a considerable amount of personnel and time and therefore would not commence until the Landing Force was firmly established ashore. COMPHIBGRU ONE considers that existing Navy resources can contribute significantly to this program.

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Detailed Comments, Conclusions

and/or

Recommendations

Concerning the Exercise

A. PLANNING

1. Comment by 4th MARDIV: Changes in the Serial Assignment Table were necessitated up to the time of actual embarkation. These changes were necessitated both by changes in shipping and changes in the availability of Landing Force equipment. Much of the Marine Reserve units' equipment was provided by Regular units and supply depots. The availability and specific types of this equipment were not known in some cases until a few days prior to the operation. These changes only altered slightly the use of designated landing craft and did not change the landing sequence.

Recommendation by 4th MARDIV: That in amphibious operations involving Reserve units, the final change to the landing plan be submitted no sooner than two days after the Reserve units arrival at Annual Training Duty. This will keep changes in Landing Plan to a minimum during actual embarkation.

Comment by COMPHIBGRU ONE: Concur.

2. Comment by 4th MARDIV: Visits by Combat Cargo Officers during planning for an amphibious operation.

Liaison visits were made by Naval and Marine counterparts whenever possible. In one instance the Combat Cargo Officer of the ship spent several days at 4th Marine Division Headquarters working in conjunction with the Team Embarkation Officer assigned to his ship. His presence and assistance aided the Team Embarkation Officer (who was not school trained) in the completion of his loading plan.

Recommendation by 4th MARDIV: That whenever possible naval counterparts be permitted to come ashore for several days to work closely with the Marines. They can provide assistance to the Embarkation Officers and will gain understanding and insight into the problems of the Landing Force.

Comment by COMPHIBGRU ONE: Concur.

3. Comment by TACRON 12: Planning for air was conducted in an atmosphere of close cooperation and singleness of purpose resulting in a highly effective Air Plan. During the week immediately preceeding the

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exercise, however, certain additions to the Air Schedule were desired by Landing Force Aviation and were promulgated by them without the close liaison which had theretofore been the keynote of all air planning.

Recommendation by TACRON 12: Once CATF has published his Operation Order including the Air Plan and Air Schedule, no changes to that plan or schedule shall be made without the explicit approval of CATF by means of a published change to his Operation Order.

Comment by COMPHIBGRU ONE: Concur in principle. However, changing circumstances must be accommodated in planning including adjustments of this nature.

4. Comment by TACRON 12: Some problems arose during the latter planning stages in effecting liaison due to inability to arrange timely face-to-face meetings with Landing Force representatives.

Recommendation by TACRON 12: An exchange of knowledgeable liaison officers between CATF and CLF including aviation representatives during the late planning stages (i.e., the two weeks prior to the exercise) on a temporary additional duty basis is highly desirable.

Comment by COMPHIBGRU ONE: Concur.

5. Comment by Chaplain, ESTES: The AGC Chaplain participated in the initial phases of the amphibious landing with "C" Company, 1st Battalion, 28th Marines. He then returned to the casualty clearing station on RED Beach, where an estimated twelve to fourteen wounded (simulated) Marines were being evacuated to medical facilities afloat. During this phase of the operation, covering a time period of about 5 1/2 hours, no other chaplains were observed ashore.

Recommendation by Chaplain, ESTES: That in future operations the AGC Chaplain be made available on a TAD basis to the Landing Force Commander or the Medical Evacuation Ship.

Comment by CO, ESTES: That in future operations the AGC Chaplain be made available to augment as necessary, but not replace, the Chaplain(s) assigned to the Landing Force.

Comment by COMPHIBGRU ONE: Concur that the chaplain should be employed with the Landing Force during assault phase. The formality of TAD orders is not necessary.

6. Comment by COMPHIBRON THREE: Helicopter command and control was more complex than in most operations due to the lack of a TACRON contingent aboard USS IWO JIMA and the Transport Unit Commander's flagship.

Recommendation by COMPHIBRON THREE: In future exercises, of this

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type, the Operation Order provide for essential circuits and TACRON personnel in the Transport Unit Commander's flagship and the LPH in order to ensure the timely receipt of adequate information for optimum planning and execution of the operation.

Comment by COMPHIBGRU ONE: ✓ Do not concur. Complexity of helicopter command and control resulted from task organization. Essential circuits between HDC and TACC were provided. The assignment of TACRON personnel as recommended would result in an unacceptable and infeasible fragmentation of the TACRON. Additionally, such personnel would be limited to the same avenues of information and coordination presently available. While the desire for knowledgeable personnel to augment the units proposed is recognized, there appears little reason why a properly trained HDC should require additional expertise. Likewise, the Air Officer of the Transport Unit Commander's staff, with proper pre-exercise liaison is fully capable of providing the requisite functions.

#### E. PRE-ASSAULT OPERATIONS AND TRAINING

1. Comment by COMPHIBRON SEVEN: The training scheduled in Annex T was excellent and appropriate to Exercise GOLDEN SLIPPER. However, it was noted that several of the ships did not carry out the abandon ship, fire drills, man overboard drills and other general drills specified in the OPORTER. It is essential that the above drills be conducted to avoid confusion and avoidable personnel injury in the event of an actual shipboard emergency such as fire and collision. It is also essential that full battle dress be worn and that the crew be exercised at all conditions of readiness.

Recommendation by COMPHIBRON SEVEN: It is recommended that operation order schedule all general drills and that all ships be required to report satisfactory completion and elapsed time to set the various conditions of readiness or to complete each evolution.

Comment by COMPHIBGRU ONE: ✓ Do not concur. This is an individual command responsibility.

2. Comment by 4th MARDIV: Debriefing of reconnaissance elements aboard the flagship was delayed unnecessarily by late arrival of LCVP from AGC 12. The early dissemination of Pre-D-Day beach reconnaissance information should take precedence over other inter-ship transfers. ✓

Recommendation by 4th MARDIV: That transportation be dispatched to pickup vessel immediately upon completion of reconnaissance CO's preliminary debriefing and receipt by flagship of his summary of intelligence reports. It is further recommended that there be a separate debriefing team for each beach reconnoitered. Debriefing beach reconnaissance team leaders one at a time delays use of what has been learned.

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UDT should be debriefed at the same time and place as reconnaissance elements and each report used to enhance the other.

Comment by COMPHIBGRU ONE: Concur.

### C. EMBARKATION

1. Comment by COMPHIBGRU ONE: LST facilities at Del Mar Boat Basin are listed as facilities for the loading of two (2) LSTs at dirt ramps simultaneously. This is not the case. The dirt ramps have washed away and are in poor condition. The dirt has filled in the basin to a degree that it is only possible to pull one (1) LST into the ramp at a time.

Recommendation by COMPHIBGRU ONE: That a study be conducted for the purpose of recommending ways/means for improving the Del Mar Boat Basin for loadout of Marine Corps units. Possible points for consideration would be the dredging of the basin and construction of permanent concrete LST ramps.

2. Comment by CO, SUMMIT CTY: SUMMIT CTY experienced no difficulty while actually embarking troops and vehicles. However, some extremely hazardous incidents involving pleasure craft occurred while transitting the highly restrictive waters of Del Mar Boat Basin Channel. Any one of these incidents could have resulted in a grounding or the loss of life.

Recommendation by CO, SUMMIT CTY: It is recommended that during future LST loadings at Del Mar that naval small craft be utilized to keep the channel clear of all pleasure craft.

Comment by COMPHIBRON THREE: Concur.

Comment by COMPHIBGRU ONE: Concur.

3. Comment by CO, OKANOGAN: Planning and preparation for embarkation were incomplete. Changes to the number of personnel to be embarked were made as late as 30 minutes prior to sailing. The serials to be loaded were changed as to makeup and number during the loading.

Recommendation by CO, OKANOGAN: That all personnel assigned embarkation duties be kept aware of the changes when they occur. That the unit being embarked (USMC, etc) assign an embarkation officer at the PHIBRON staff level to coordinate changes with the staff CCO to keep him informed of the situation from the loading unit's side of the operation.

Comment by COMPHIBRON THREE: Concur. These problems would be alleviated if loading plans were more firm and changes kept to a minimum.

Comment by COMPHIBGRU ONE: Concur with COMPHIBRON THREE.

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4. Comment by CO, WEXFORD CTY: During backloading on completion of rehearsal, troops were brought aboard by bow ramp due to causeways making use of normal debarkation stations impossible. A LCM-6 was completely offloaded in approximately 5 minutes. In the event offloading via the bow ramp was not feasible, the ship had rigged debark nets at the port and starboard davits. With the ships boats in the water, it was felt these could be used to embark troops.

Recommendation by CO, WEXFORD CTY: That consideration be given to using the bow ramp as a primary method of embarking and debarking, sea state allowing. That all LSTs have necessary arrangements at boat davits to be used as an emergency locations if normal stations are fouled.

Comment by COMPHIBRON THREE: Concur.

Comment by COMPHIBGRU ONE: Concur.

5. Comment by COMPHIBRON SEVEN: The embarkation phase of the operation proceeded smoothly considering the large number of last minute changes to the loading plan. Ships loading at Del Mar had some difficulty in establishing radio communications with Del Mar Port Control.

Recommendation by COMPHIBRON SEVEN: It is recommended that the Del Mar Port Control frequency be included in Annex November when ships are scheduled to outload from Del Mar.

Comment by COMPHIBGRU ONE: Concur.

#### D. REHEARSAL

1. Comment by 4th MARDIV: One day aboard ship isn't long enough for smooth functioning of Marine staff officers with their naval counterparts. It takes time for Marines, especially those who have not been aboard ship for a long time, to become shipboard oriented physically and operations-wise.

Recommendation by 4th MARDIV: That there should be shipboard indoctrination and instruction for Marine staffs prior to the exercise.

Comment by COMPHIBGRU ONE: Concur in principle. The determining criteria is availability of forces.

2. Comment by 4th MARDIV: Representatives of 1MM-426, 3rd Marine Aircraft Wing, should have embarked aboard IWO JIMA along with MAG-46 units in order to participate in last minute briefings and to be posted on call sign and frequency changes as well as to appraise IWO JIMA personnel of any problems peculiar to CH-53s.



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Comment by COMTHIBGRU ONE: Concur in principle. However, based on the situation in Vietnam and the possibility of phasing in helicopters this was excellent training for participants.

#### E. SEAMANSHIP AND NAVIGATION

1. Comment by COMTHIBRON SEVEN: Obtaining accurate fixes in the transport area was difficult due to the lack of good visual and radar navigational or reference points. As a result some of the ships missed their assigned anchorages, the PCS anchored in the middle of the LOD on D-Day and ESTES passed over a protective minefield enroute to her assigned anchorage.

Recommendation by COMTHIBRON SEVEN: It is recommended that a radar beacon or radar reflector buoy be used as a navigational reference when other navigational aids are marginal.

Comment by COMTHIBGRU ONE: Concur with COMTHIBRON SEVEN recommendation. A radar reflector equipment master reference buoy was scheduled for installation by one of the assigned destroyers in the advance force but recovery of the buoy proved to be unmanageable from a destroyer and was not installed.

2. Comment by COMTHIBRON THREE: The nature of the coastal radar presentation, paucity of prominent navigational features and darkness when anchoring in the amphibious objective area may sometimes dictate that a careful precision anchorage by the PCS in relation to geographical features, followed by anchoring of the remainder of the transport unit in relation to the PCS as more desirable and expeditious than all units anchoring geographically. It is considered that anchoring in relation to the PCS in this particular objective area would have been superior, especially since the master reference buoy was not laid.

Recommendation by COMTHIBRON THREE: That in areas with poor navigational features, the PCS anchor sufficiently in advance of the other ships in the Transport Unit in order to ensure the accuracy of the PCS's anchorage. Subsequently the remainder of the ships in the Transport Unit anchor in reference to the PCS or a master reference buoy rather than on a geographical point.

Comment by COMTHIBGRU ONE: Do not concur. While anchoring in relation to the PCS has merit, it should be used as an aid rather than the primary method of anchoring. All ships assigned geographical coordinates can readily ascertain their individual ranges and bearings to the PCS and use this as a reference at their own discretion. The assignment of anchorages by range and bearing to the PCS without geographical coordinates being promulgated is not in the best interest of safe navigation practices. Anchorage assignments should be promulgated as geographical coordinates and anchorage assignments in terms of ranges and bearings to PCS or a master reference buoy should be employed only as an aid.

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3. Comment by CO, IWO JIMA: Initially, the LPH operating area was overly restrictive. Optimum winds over deck (WOD) for helicopter operations is contingent upon prevailing true winds throughout the operation, sea swells, maneuvering room and load factors. Surgery in the medical facilities adds to the problem. A fixed geographical area may or may not fulfill this criteria. ✓

Recommendation by CO, IWO JIMA: That the LPH operating area be restrictive only in the sense of ensuring satisfactory flight distance to the beach penetration point and yet remaining clear of the other task force assault ships that are at anchor. The distance offshore, it is realized, must also be compatible with troop communications. ✓

Comment by COMPHIBRON THREE: Concur that LPH operating area should not be restrictive; however, the LPH should operate to seaward only so far as required to perform the job and afford protection from enemy arms. The closer the LPH operates to the rest of the assault ships the shorter the flight over water for the helicopters. Further, positioning the LPH closer to the transport area would provide greater ASW/AW capability and also permit mutual support by all forces.

Comment by COMPHIBGUFU ONE: Concur with COMPHIBRON THREE.

#### F. MINE WARFARE

1. Comment by COMPHIBRON SEVEN: Although (constructive) defensive minefields were employed, no evident measures were observed to visually indicate the locations of the minefields or to keep friendly ships and landing craft from entering into these areas.

Recommendation by COMPHIBRON SEVEN: Whenever protective minefields are used, it is recommended that the minefields be marked by buoys or patrolled to keep friendly ships and landing craft from inadvertently blundering into these areas. It is further recommended that a navigational reference, such as a radar beacon or radar reflector buoy be used to assist ships in arriving safely at their assigned anchorages in the transport area.

Comment by COMPHIBGUFU ONE: Concur in part. The marking of defensive minefields by buoys would defeat their purpose by disclosing their locations to the enemy. Small craft should patrol the defensive minefield, if available.

#### G. AIR AND AIR SUPPORT

1. Comment by COMPHIBRON SEVEN: The execution of the helicopterborne assault on D-Day was poorly coordinated. After the commencement of preparatory fires in Landing Zone KATHY, L-Hour was delayed. Although the visibility in the landing zones was unsatisfactory the first assault wave of helicopters was launched on time and held at the Rendezvous Point until the decision was received to delay L-Hour. Contingency plans should have been prepared prior to D-Day for the delay of L-Hour as a result of unsatisfactory

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weather conditions. The command structure for the helicopter-borne assault was unduly complex. CTE 176.0.4.3 had to request from CTU 176.0.4, who in turn had to request from CTG 176.0, permission to delay L-Hour.

Recommendation by COMPHIBRON SEVEN: With CATF embarked in an AGC it is recommended that the LPH be designated a separate Transport Unit reporting directly to CATF for operational control. This would have eliminated much of the delay and confusion that resulted in helicopter operations on D-Day and would have afforded a clear cut relationship between supporting arms and the LPH.

Comment by COMPHIBGRU ONE: Concur in part. When the surface assault landing and the helicopter landing are contiguous or in close proximity to one another, the Transport Unit Commander should control both. In operations where the helicopter assault is separated or is not interdependent with the surface assault, as was the case in this operation, the LPH Commander should be designated as a separate Transport Unit Commander reporting directly to CATF.

2. Comment by COMPHIBRON SEVEN: During the helicopter-borne assault voice communications were lost when the helicopters had proceeded five miles inland.

"OUT OF SIGHT"  
"LINE OF SIGHT"

Recommendation by COMPHIBRON SEVEN: When terrain features indicate that helicopter communications will be a problem, an AUTOCAT should be used to provide continuous communications with the helicopters.

Comment by COMPHIBGRU ONE: Concur.

3. Comment by TACRON 12: After a delay of two hours and ten minutes the helicopter ship-to-shore movement was carried out generally as scheduled. However, to meet the movement schedule, peripheral helicopter requirements were not fulfilled as directed in the Air Schedule. TAC(A) missions were not flown and assignment of helos for MEDEVAC purposes were in some cases not met. Additionally, some confusion arose as to the priority of simulated MEDEVACs.

Recommendation by TACRON 12: A medical evacuation plan, including priority of same, be promulgated as an appendix to either the Hotel Annex or India Annex, as well as in the Mike (Medical) Annex.

Comment by COMPHIBGRU ONE: The priority of simulated MEDEVACs should be as high as MEDEVACs in actual battle. There were relatively few exercise casualties, and they should have been easily evacuated. Duplication of the Medical Annex in the Hotel or India Annex is not desirable or appropriate.

4. Comment by TACRON 12: Couple codes were used in several cases

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involve MEDEVAC positions. These same locations were later broadcast in the clear by other agencies on other nets thus compromising a portion of the code.

Recommendation by TACRON 12: All MEDEVAC positions be transmitted uncoded.

Comment by COMPHIBGRU ONE: Do not concur. Unless a code is employed the enemy could pick up the location and bring fire to bear causing additional casualties.

5. Comment by CO, IWO JIMA: The two MEDEVAC calls received were slow in reaching the LPH. There was a lack of coordination between TACC, MASS-4 and Landing Force aviation concerning the MEDEVAC operations. At one point a MEDEVAC call was received from TACC, then countermanded by LF Aviation, and then re-established from TACC. Both commands authenticated properly and MASS-4 confirmed both commands. Sadly, this procedure is too slow and uncertain.

Recommendation by CO, IWO JIMA: That a clear-cut communication procedure be established to ensure optimum MEDEVAC service. A more desirable MEDEVAC plan is that used by IWO JIMA in Vietnam. In this plan with Joint Intelligence Center, IJDC, and command posts aboard, direct communications with the troops ashore was easily facilitated. This minimized time and helped assure accuracy. Time is of the essence and must not be compromised by added communications, delay and uncertainties.

Comment by COMPHIBRON THREE: Concur.

Comment by COMPHIBGRU ONE: MASS-4 and LF Aviation had no authority to countermand orders while both command and control were afloat. The lines of authority are well defined, and had they been followed would have precluded any misunderstanding.

6. Comment by COMPHIBGRU ONE: Communications between bridge and flight deck during helicopter operations on ESTES were minimal. All transmissions between the helicopters and the LSO/flight-deck had to be relayed through CIC either by telephone or sound powered circuits.

Recommendation by COMPHIBGRU ONE: That the LSO be provided with a UHF radio capability for direct communications with the helicopters.

7. Comment by COMPHIBGRU ONE:

Discussion: Power Supply Requirements for AGC Relevant to UH-2 Helicopter.

An NC-7 starting unit will provide necessary starting and maintenance power requirements for all type helicopters. Present ships power is not capable of supporting UH-2 helicopter operations. Therefore, an NC-7 or equivalent "DECK

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EDGE" power is required.

Recommendation by COMPHIBGRU ONE: In view of SEASIA operations and anticipated assignment to UH-2 aboard AGC, steps should be taken now to ensure that appropriate power requirements are available. In light of the above discussion, all AGCs should review requirements of COMSEVENTHFLT msg 030824Z (S) AUG 67.

# I. SHIP-TO-SHORE MOVEMENT

1. Discussion by CO, IWO JIMA: L-Hour was delayed after helicopters were airborne. To retain the desired element of surprise that is inherent in a heliborne amphibious assault, a Foul Weather Plan should be provided, including an alternate landing zone and weather reconnaissance.

Recommendation by CO, IWO JIMA: That a Go-No-Go Signal (proword) similar to that used by the assault boats be provided for the helicopter assault forces. That provisions be made for a weather reconnaissance aircraft if weather is expected to be marginal.

Comment by COMPHIBRON THREE: Alternate Landing Zone was provided; otherwise concur. It is further recommended that ATP-1, Volume II be revised to provide signals:

- a. Delaying L-Hour a specified number of minutes.
- b. Putting helo-waves on a specified number of minutes alert.

Comment by COMPHIBGRU ONE: Concur that provisions should be made for a weather reconnaissance aircraft in all operations with a heliborne ship-to-shore movement. The use of a special Go-No-Go Signal is one solution to the problem of the delay of L-Hour. The inclusion of an adequate delay of L-Hour signal in ATP-1(A), Volume II, would be a good solution.

2. Comment by CO, IWO JIMA: While in a one hour standby condition, word of the second landing zone time (L-Hour) was received as an unauthenticated voice message over Pri-Tac at 0913T to be in the landing zone at 0950T. As a result the first wave was directed straight to RED Beach, vice the wave rendezvous point, flight corridor and RED Beach. The second wave flew the designated route and arrived four minutes later than desired.

Recommendation by CO, IWO JIMA: That suitable standby readiness conditions be prescribed and adhered to. A one hour standby condition when troops were landed by boat appeared excessive.

Comment by COMPHIBRON THREE: This situation provided an excellent demonstration in flexibility and quick response in reaction to what may have been a requirement dictated by operational developments.

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Comment by COMPHIBGRU ONE: Concur with COMPHIBRON THREE. HDC was informed by the TAC to maintain 5 minute alert on H-34s and 15 minute on H-53s. This message was acknowledged but the word apparently was not passed to those on IWO JIMA who had a need to know. In future exercises conducted by COMPHIBGRU ONE, a suitable helo standby readiness will be prescribed in the operation order.

3. Comment by CO, IWO JIMA: BLT Heli-team size had to be continually changed due to using two types of aircraft with vastly different capabilities. Heli-teams were originally organized in the serial assignment table for both H-34 and CH-53 type aircraft. 38 man heli-teams were set up for the CH-53s and 8 man teams for H-34s. During the course of the landing the CH-53s found they could only take a 32 man team. Also the actual aircraft turn around sequence did not occur as planned. As a result, heli-teams had to be continually juggled in order to keep teams in the proper landing sequence and to have the right size team ready for debarkation.

Recommendation by CO, IWO JIMA: When using different types of helos, a standard heli-team size should be used. For example, in this instance of having a H-34 and CH-53 aircraft, an 8 man standard team size should have been used. This way if a H-34 lands, an 8 man team is loaded and if a CH-53 lands, four 8 man teams would be loaded. This would ensure that serials would land as planned and eliminate juggling heli-teams.

Comment by COMPHIBRON THREE: Concur.

Comment by COMPHIBGRU ONE: Concur. Recommend that all BLT heli-teams be tailored for the smallest helo to be used in an operation and that this policy be promulgated as standard operating procedure.

4. Comment by 4th MARDIV: TACLOG personnel were not physically co-located with the boat control group aboard the Primary Control Ship (PCS). There also is a definite requirement for a separate TACLOG net for the MEB sized operation. Stress was placed during the planning phase to ensure effective utilization of the TACLOG aboard the PCS during the ship-to-shore movement. TACLOG personnel can be a valuable assistance to the boat control group for the effective and economic use of landing craft. There is also a need to know by unit commanders regarding the status of unloading of their personnel and equipment. This can be accomplished by the TACLOG group being physically located in close proximity to the Boat Control Group so that the TACLOG can be kept abreast of the ship-to-shore movement and pass information to higher/lower levels of command. Although the unloading proceeded very smoothly and rapidly, communications were intermittent during the ship-to-shore movement and information had to be gleaned from many circuits.

Recommendation by CLF: That a work space be provided on the PCS

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for the TACLOG group to be co-located with the Boat Control Group. That a separate TACLOG net be instituted for MEB levels of operation, to include the following stations:

- a. TACLOG group aboard the PCS.
- b. TACLOG group aboard the Command or Control Ship.
- c. Shore Party group/team, BLT/RLT as required.

Comment by COMPHIBGRU ONE: Concur.

# I. PROTECTIVE MEASURES

1. Comment by COMPHIBRON SEVEN: Ships were unnecessarily exposed to danger from enemy shore batteries by remaining at anchor in the transport area after they had completed offloading cargo. The OPORDER did not specify the readiness to be maintained to get underway from the transport area in case of air or surface attack.

Recommendation by COMPHIBRON SEVEN: In keeping with current SEASIA tactics, it is recommended that the Sea Echelon concept be employed and that ships be required to maintain a readiness to get underway of five minutes.

Comment by COMPHIBGRU ONE: Concur.

2. Comment by COMPHIBRON SEVEN: Protective measures for the force were planned for in the OPORDER, but were generally ignored in the execution of the exercise. Effective AAW and EW measures were not in effect. Although ESTES was assigned duties of AARCS, a force air picture was not maintained. Within the ships in the task group there was confusion as to what ship was assigned duties of SRRCS. Ship's radars were not optimally employed. Sector search assignments were not made, and long and short range radar search assignments were not assigned. Only a few of the ships were manned and ready to repel sneak attacks or to conduct counterbattery fire. Although security was provided for the pontoon causeway, no protective measures were taken for the AABFS. Although EASTPAC amphibious training exercises tend to emphasize the ship-to-shore movement of these exercises, protective measures in the AOA also must be stressed in preparing ships for Vietnam employment. Present manning levels do not permit ships to fully man their FA stations. Engineering, damage control, CIC and gunnery stations are usually sacrificed to ensure optimum offloading. Although this procedure optimizes the ship-to-shore capabilities of amphibious ships, it does not reflect a true picture of the ship's ability to offload in a hostile environment.

Recommendation by COMPHIBRON SEVEN: In order to better prepare

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amphibious ships for overseas employment and to provide a more valid assessment of the capabilities of amphibious ships under current manning levels, future amphibious training exercises should be tailored after the actual conditions encountered in Vietnam and those anticipated in Central and South America counter-insurgency operations.

Comment by COMPHIBGRU ONE: Concur in part. It must be recognized that the state of training of the EASTPAC exercise participants will be a limiting factor.

#### J COMMUNICATIONS AND COMMUNICATIONS SECURITY

1. Comment by COMPHIBGRU ONE: The ORESTES Task Group Broadcast was tested in order to compare it with the normal JASON Broadcast. This was accomplished and the ORESTES Broadcast was an unqualified success. Once established it was highly reliable with virtually no numbers being missed by the ships of the Task Group. Its big advantage over JASON is the ease and speed of restarting, should it go down for any reason.

Recommendation by COMPHIBGRU ONE: That the Task Group Broadcast be ORESTES covered in future operations.

2. Comment by COMPHIBGRU ONE: During the exercise, the flagship established an ORESTES Dual NAVOPNET termination with both COMSTAS San Francisco and San Diego. A SSB HF was keyed to San Francisco, where the signal was passed to San Diego via landline. An orderwire was maintained with both stations. San Francisco's orderwire provided a quick method of obtaining broadcast re-runs directly from the BCST Control Station. All traffic was passed to San Diego.

Recommendation by COMPHIBGRU ONE: In future operations the AGC should maintain a dual NAVOPNET termination by means of SSB HF with each COMSTA.

3. Comment by COMPHIBGRU ONE: The Facsimile Broadcast was tested although no operational transmissions were made. The test proved the broadcast to be feasible but more experience is required in this area. A shortage of allotted frequencies and maintenance problems with the new receivers were deficiencies that came to light.

Recommendation by COMPHIBGRU ONE: Establish a Facsimile Broadcast in future operations in order to become more proficient with the new equipment.

4. Comment by COMPHIBGRU ONE: CATF was unable to communicate with the CIB ashore during the initial phase of the ship-to-shore movement and therefore was unable to promptly inform the narrator briefing the



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observers on the change of L-Hour.

Recommendation by COMPHIBGRU ONE: That a non-exercise, direct circuit be established from the flagship to the CIB at H-1 for the purpose of keeping the narrator informed of any significant changes to the schedule of events. If this circuit was patched through the PA system it would permit CATF to speak briefly to the observers directly from his flagship and thereby enhance the PAO aspects of an EASTPAC operation.

5. Comment by COMPHIBGRU ONE: On D-Day the Marines encountered difficulties in establishing communications with the beach due to a multitude of shipboard problems (poor antenna locations, interference from high powered HF tone modulated signals, obsolete equipment, etc.).

Recommendation by COMPHIBGRU ONE: That VRC 46 Transceivers be installed in EASTPAC ships as soon as possible, and that in the interim, ships participating in amphibious operations be issued PRC 25s as back-up equipment.

6. Comment by COMPHIBGRU ONE: The TACRONS no longer hold RPS material. The responsibility for providing TACRONS with the necessary registered publications is not clearly defined.

Recommendation by COMPHIBGRU ONE: COMPHIBGRU ONE will separately initiate correspondence with COMPHIBPAC to clarify this problem.

7. Comment by CO, HENRICO: During the conduct of training exercises Z-1-C Tactical Voice Radio Drill, communications were established with only three other ships, probable as a result of a back-to-back scheduling of this exercise with the preceding Z-13-CC exercise, tactical non-maneuvering, which started late and ran twenty minutes longer than scheduled.

Recommendation by CO, HENRICO: That, for increased benefit, Z-1-C and Z-13-CC be combined.

Comment by COMPHIBGRU ONE: Concur that the two exercises are mutually compatible and that benefit could be derived by conducting the two exercises concurrently when maximum training must be compressed into a minimum time frame.

8. Comment by OINC, ACB Det: It is requested that the bulk fuel and causeway elements be placed on the same frequency. The Officer in Charge of ACB ONE Detachment is situated on the causeway pier and should be able to monitor communications concerning the fuel systems. It is not feasible to maintain two radios on the causeway pier to guard both frequencies.

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Comment by COMPHIBRON THREE: Do not concur. Having both operations conducted on the same frequency may cause confusion. The Officer in Charge should use one frequency on the causeway and an Assistant Officer in Charge guard the other frequency for bulk fuel operation coordination.

Comment by COMPHIBGRU ONE: Concur with COMPHIBRON THREE.

#### K. ELECTRONIC WARFARE

1. Comment by COMPHIBRON SEVEN: No "dummy" electronic emissions were provided to test the ECM intercept capabilities of the Task Group. ECM equipped ships were not assigned specific intercept guards to increase the probability of detection of enemy signals. There was no play in reporting of enemy emissions to the EW control ship.

Recommendation by COMPHIBRON SEVEN: It is recommended that the play of EW be emphasized in future training exercises. If necessary, Beach Jumper services could be employed to provide the enemy emissions. The foregoing measure is considered essential in determining the actual capabilities of force ECM equipment.

Comment by COMPHIBGRU ONE: Concur

#### L. UNCONVENTIONAL WARFARE/COUNTER-INSURGENCY

1. Comment by COMPHIBRON SEVEN: The element of tactical surprise was placed in jeopardy by inadequately controlled and confusing EMCON procedures, excessive use of voice circuits throughout the exercise, and by a premature preparation of the helicopter landing zones. The latter occurred when L-Hour was delayed but the preparatory fires were not.

Recommendation by COMPHIBRON SEVEN: Although realism may have to be sacrificed to ensure that all training objectives are achieved, it nevertheless must be emphasized. Tactical surprise is essential to success in search and destroy missions of the type employed in Vietnam. It is recommended that the concept of launching the helicopterborne assault while the ships are still beyond visual range of the beach be exploited in future training exercises.

Comment by COMPHIBGRU ONE: Concur.

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Personnel and Material Casualties

A. Personnel Casualties

1. Actual personnel casualties and diagnoses occurring during the exercise are as follows:

PELOTA, John M., CS3, USN, transferred to Naval Hospital, Camp Pendleton from USS SHELTON. Lacerations of forehead and eyebrow, Bruise right groin.

LINIART, Lewis J., LCPL, USMC, transferred to Naval Hospital, Camp Pendleton from USS CABILDO. Possible fracture of left wrist.

POTTER, Buck E., SGT, USMC, transferred to Naval Hospital, Camp Pendleton from USS POINT DEFIANCE. Slipped disk lower back.

B. Major Material Casualties Occurring/Outstanding During Exercise

1. AGC

a. USS ESTES (AGC 12)

- (1) AN/URD-4B Radio Direction Finder - inoperative; awaiting parts
- (2) AN/SPA-50 Radar Repeater - inoperative; awaiting parts
- (3) AN/SRA-13 RF Coupler - inoperative; awaiting parts
- (4) Two AN/UXH-2B Facsimile Recorders - inoperative; awaiting parts
- (5) Two TN/342/WRT-2 Transmitter-Tuners - inoperative; awaiting parts
- (6) CU-737-URC Coupler-Monitor Unit for AN/URC-32A Transceiver - inoperative; awaiting parts

2. APA

a. USS HENRICO (APA 45)

- (1) AN/BLR-1 Transformer - inoperative; awaiting parts
- (2) Two LCVP - lost rudders; repaired

b. USS OKANOGAN (APA 220)

- (1) Aux. SPERRY mark 18 Gyro Compass - MG set undergoing repairs by Sperry Gyro representative

3. LPH

a. USS IWO JIMA (LPH 2)

- (1) AN/WRC-1 Transmitter - inoperative; awaiting parts
- (2) AN/UCC-1 (V) Telegraph Terminal - inoperative; awaiting parts
- (3) AN/WLR-1 ECM - inoperative on bands 2 and 3

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4. LSD

a. USS CABILDO (LSD 16)

- (1) AN/URC-32 Number 2 Transceiver - inoperative awaiting parts
- (2) Gasoline Storage Tank - require SRF assistance
- (3) AN/SPS-10 Surface Search Radar - inoperative, repaired
- (4) Lube Oil Purifier Motor-coils burned out, being rewound by SRF.

b. USS POINT DEFINACE (LSD 31)

- (1) Number 2 Boiler - inoperative; required SRF repair

5. LST

a. USS JEROME COUNTY (LST 848)

- (1) Number 2 Main Engine Flex-Air Clutch Ahead Tire - inoperative; require technical assistance
- (2) Number 1 Air Conditioner Generator - inoperative; awaiting parts

b. USS SUMMIT COUNTY (LST 1146)

- (1) AN/SPS-53 Radar - inoperative; awaiting parts
- (2) R-1051/URR - inoperative; awaiting parts
- (3) STBD Screw - bent; require SRF assistance
- (4) STBD Welin Boat Davit - broke cable strands; awaiting parts and required SRF assistance

c. USS WEXFORD COUNTY (LST 1168)

- (1) None

6. DD

a. USS MADDOX (DD 731)

- (1) None

b. USS SHELTON (DD 790)

- (1) AN/SQS-23 Sonar Transducer - open elements; awaiting parts and required technical assistance.

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SUROB Transmission Instructions

Ref: (a) COMPHIBPAC INST 3840.3B (Joint Surf Manual)

Tab: (A) SUROB Encode Table, Text Format and Wind Diagram

1. Background and Discussion. The post exercise evaluation of SUROB transmission during Exercise ALLIGATOR HIDE, May 1967, indicated areas requiring improvement in the reporting format and transmission security. The present format results in texts of an average forty (40) groups in length. This number of groups is cumbersome and inefficient for voice transmission and somewhat complicated by decimal groups for flashing light transmission. Furthermore, the format beginning with the words "SUROB BLANK BEACH" leads itself to interception for pre-landing analysis, especially if beach code names are compromised or well known as in the Camp Pendleton area. Additionally, the very text is an obvious tipoff of impending landing operations. The coding system described below will shorten the SUROB text to 4 five-letter groups and will provide a measure of transmission security. This code system applies to SUROB reports submitted for Exercise GOLDEN SLIPPER only. It will not be used outside this exercise except for training and evaluation as directed by CTG 176.0.

2. Observations. Observations will be made in accordance with reference (a). Particular attention will be paid to the best determination of wind direction and speed as required by paragraph HOTEL of the SUROB. (See Wind Diagram, Tab A) Reports will be submitted in accordance with the following schedule:

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SUROB Lincode Table, Text Format and Wind Diagram

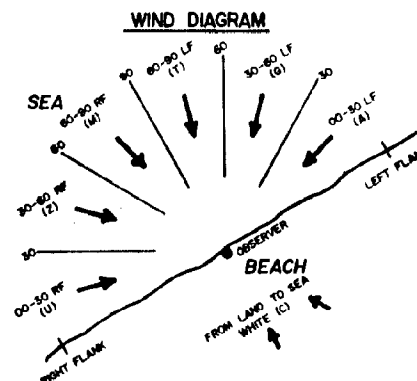
SUROB ENCODE TABLE				
VOCODE LETTER	COLUMN NUMBER			
	I	II	III	IV
Q	00	0.0	LESS THAN 6	0-10
J	01	0.5	6.5	11-20
E	02	1.0	7.0	21-25
I	03	1.5	7.5	26-30
O	04	2.0	8.0	31-35
S	05	2.5	8.5	36-40
K	06	3.0	9.0	GREEN
A	07	3.5	9.5	00-30 LF
G	08	4.0	10.0	30-60 LF
T	09	4.5	10.5	60-90 LF
M	10	5.0	11.0	60-90 RF
Z	11	5.5	11.5	30-60 RF
U	12	6.0	12.0	00-30 RF
C	15	6.5	12.5	WHITE
X	18	7.0	13.0	SAFE FOR ALL CRAFT
D	21	7.5	13.5	UNSAFE FOR PAPA BOATS
N	SPECIAL	8.0	14.0	LCM & LARGER
V	16	8.5	14.5	LCU ONLY
B	22	9.0	15.0	RED
F	31	9.5	15.5	NO SECOND SURF
W	20	10.0	16.0	10.0 MORE 16 OR MORE

ADDITIONAL CODE ELEMENTS

L LEFT FLANK  
R RIGHT FLANK  
P PARALLEL  
Y NO CURRENT

TEXT FORMAT				
MSG GROUP NO.	ENCODE TABLE COLUMN NO.	ENCODE LETTERS	ELEMENT DESCRIPTION	SUROB ELEMENT
1	NA X	IS	REPORT	SUROB
	NA X	IS	SYMBOL	BEACH
	IV X		COLOR	DTG
	I I		DATE HOUR	
2	II		SIG HT	ALFA
	II		MAX HT	BRAVO
	II		PERIOD	CHARLIE
	II		% PLUNG	DELTA
3	I		ANGLE	ECHO
	XX		FLANK	FOXTROT
	II		CURRENT	
	XX		FLANK	
4	I		WIDTH	GOLF
	XX		DIR	
	XX		SPEED	HOTEL
	XX		BOAT	
	IX		END SURF	

\* NA = NOT APPLICABLE  
\*\* ADDITIONAL CODE ELEMENT  
\*\*\* USE C (WHITE) FOR WIND FROM LAND TO SEA



Tab (A)  
Enclosure (5)  
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<u>Time of Report</u>	<u>Originator</u>	<u>To</u>	<u>Info</u>
a. 0800T daily commencing 29 July for beaches GREEN and WHITE, Silver Strand. Precedence PRIORITY directed. (Plain text).	CO, BMU-1	CTG 176.0	None
b. Hourly for beaches GREEN 2 and WHITE 2, Silver Strand, commencing 010001T Aug 67 to 011200T, then three hourly on Tango hours divisible by 3 to completion of rehearsal withdrawal. IMMEDIATE precedence directed. (Encoded text)	CO, BMU-1	CTG 176.0	None
c. 312200T Jul, 011600T, 012000T Aug for Margarita beaches GREEN and RED. IMMEDIATE precedence directed. (Encoded text)	CTE 176.0.1.1	CTG 176.0	None
d. Hourly for Margarita beaches GREEN and RED commencing 020001T Aug 67 to H-30 minutes with a special report at H-30. IMMEDIATE precedence directed. (Encoded text)	CTE 176.0.1.1	CTG 176.0	None
e. Reports on RED beach at 0800T, 0900T, 1200T Aug then every four hours (00/04/08/12/16/20) to completion of boating except for changes of significance. IMMEDIATE precedence directed. (Encoded text).	CTE 176.0.4.5	CTG 176.0	None
f. PCS and SCS will receive SUROBs through Report 7-C or by intercept of encoded voice transmissions on circuits N7 or N27.			
3. <u>Encoding and Decoding</u>			
a. <u>Coding Rules</u> . The encoding of SUROBs for transmissions and decoding for analysis will be done			

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in accordance with the code tables and instructions herein. Only those reports to be initiated on visual or voice channels will be encoded. Suspension, cancellation and resumption of coding instructions will be signalled by CTG 176.0 using the following signals:

<u>Signal</u>	<u>Meaning</u>
"Suspend 8C"	Use normal voice procedures, do NOT encode SUROB text for the NEXT report only.
"Cancel 8C"	Use normal voice procedures for all subsequent reports, do NOT encode text until ordered.
"Resume 8C"	Encode SUROB texts for all subsequent reports.

b. Encoding Procedures. This subparagraph lists the positions of each letter code corresponding to each element of the SUROB reports within the 4 five-letter groups of the message text. It also gives the instructions for determining the correct letter code to use from the Encode Table.

<u>Plain Text SUROB Report Element</u>	<u>Coded Text Group No.</u>	<u>Position of Letters in Group</u>	<u>Instructions</u>
SUROB	1	1,2	Always encoded "8C". This conforms to the report number in Annex C of the OPORDER.
NUMBER _____	Omitted	Not Applicable	
_____ BEACH	1	3	This code element is selected from column IV of the Encode Table.
DTG of Observation	1	4,5	Position no. 4 and 5 elements are selected from column I of the Encode Table. The no. 4 element is the two



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<u>Plain Text SUROB Report Element</u>	<u>Coded Text Group No.</u>	<u>Position of Letters in Group</u>	<u>Instructions</u>
ALFA      PT (significant breaker height to nearest half foot)	2	1	digit number corresponding to the date. The no. 5 element is the Tango hour of the observation. Use element (N) designated "SPECIAL" for reports at other than times available (in the table) such as a sudden change in the surf conditions. For such reports, end the report with the plain language DTG of the observation.
BRAVO      PT (maximum breaker height to nearest half foot)	2	2	The significant breaker height is encoded from column II.
CHARLIE      PT	2	3	The maximum breaker height is encoded from column II.
DELTA      PLUNGING	2	4,5	The breaker period is encoded from column III.
SPILLING			Only percent plunging and spilling will be encoded. Zero percent of either will be indicated by the appropriate element. Code elements will be selected from column II disregarding the decimal point. EX: For 55% use code element for 5.5.
SURGING			

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<u>Plain Text</u> <u>SUROB Report Element</u>	<u>Coded Text</u> <u>Group No.</u>	<u>Position</u> <u>of Letters</u> <u>in Group</u>	<u>Instructions</u>
			Elements encoded need not add to 100%. Difference between 100% and sum of code elements is assumed to be percent surging breakers.
ECHO TOWARD FLANK (breaker angle- acute angle breaker makes with beach)	3	1,2	The group 3, position no. 1 element is selected from Column I using the closest given value. EX: For 14 DEG use 15 or 25 DEG use 22. Encode "direct" or "parallel to beach" as zero degrees. (00=0 DEG). The position no. 2 element is the name of the flank toward which the breaker angle opens, looking from seaward. Encode the direction from the Additional Code. Elements: Left Flank - L; Right Flank - R; Parallel - P.
FOXTROT PT KT TOWARD FLANK	3	3,4	The position no 3 element is selected from column II using the decimal point to describe the current speed to the nearest half knot. The position no. 4 element is the name of the flank toward which the current is flowing as observed from seaward. Encode the direction from Additional Code elements: Left Flank - L; Right Flank - R; No Current - Y.
		5	Enclosure (5) CONFIDENTIAL Modified Handling Authorized

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Plain Text SUROB Report Element	Coded Text Group No.	Position of Letters in Group	Instructions
GOLF _____ TO _____ LINE IN _____	3	5	SUROB element GOLF has two (2) code elements. Group 3, position 5 is selected from Column I and describes the maximum number of lines of surf. This element is the last (fifth) element of group 3.
(GOLF CON'T) _____ FT	4	1	This group 4, position no. element is also selected from column I by dropping the last digit from the width of the surf zone and using the closest element. EX: 125 FT use 12, 170 FT use 18, 257 use 24.
HOTEL (wind, weather, evaluation)	4	2,3,4,5	All four (4) elements are from column IV. Position no. 2 is the relative sector and flank from which the wind is blowing. Encode angle and direction only if wind is blowing onto the beach. Use code for color WHITE (C) if wind is blowing from land to sea. Position no. 3 is wind speed. Use appropriate speed range. Position no. 4 is the observers recommendation on boating conditions. Position no. 5 and usually the last code element indi-

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<u>Plain Text SUROB Report Element</u>	<u>Coded Text Group No.</u>	<u>Position of Letters in Group</u>	<u>Instructions</u>
			cates secondary surf of significance or lack thereof. If significant secondary surf is present, encode SUROB report elements ALFA thru GOLF dropping width of surf zone. This will add two extra groups to text.

4. Text Format. The text format is shown opposite the Encode Table (Tab A).
5. Sample Message. The following sample message is given to demonstrate the use of the Encode Table (Tab A) in translating a plain text message into an encoded one.

<u>Plain Text Transmission</u>	<u>Encoded Column</u>	<u>Table Letter</u>	<u>Encoded Transmission</u>
(Voice Call) CTE 176.0.1.1	- -	- -	(Voice Call) CTE 176.0.1.1
This is	- -	- -	This is
(Voice Call) 176.0.1.1 sub-element ashore	- -	- -	(Voice Call) 176.0.1.1 sub-element ashore
MSG FOLLOWS	- -	- -	The heading is not inserted in the voice transmission by the reporting unit ashore. CTE 176.0.1.1 will follow transmission instructions of paragraph 6.d. concerning proper message heading to use for relaying the message.
IMMEDIATE TIME	- -	- -	
021600Z JUL 67	- -	- -	
FM (Voice Call) 176.0.1.1 sub-element ashore	- -	- -	
TO CTG 176.0			
BREAK			BREAK

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<u>Plain Text Transmission</u>	<u>Encoded Column</u>	<u>Table Letter</u>	<u>Encoded Transmission</u>
UNCLAS	- -	- -	
EXERCISE GOLDEN SLIPPER	- -	- -	
SUROB	- -	8C	8CKET
NUMBER 5	- -	- -	
GREEN BEACH	IV	K	
020900T	I	ET	

ALFA 2 PT 5	II	S	
BRAVO 6 PT 5	II	C	
CHARLIE 13 PT 0	III	X	SCXTA
DELTA 45 Plunging	II	T	
35 Spilling	II	A	
20 Surging	- -	- -	

ECHO 15	I	C	
TOWARD LEFT FLANK	**	L	
FOXTROT 1 PT 0	II	E	ELELA
TOWARD LEFT FLANK	**	L	
GOLF 5 TO 7 MILES	I	A	

(GOLF) IN 245 FT	I	B	
HOTEL WIND 35 DEG ONTO BEACH FM LEFT	IV	G	
L FLANK,			
16 KNOTS,	IV	J	BGJNF
SUITABLE FOR LCMS AND LARGER,	IV	N	
NO SECONDARY SURF	IV	F	

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<u>Plain Text</u> <u>Transmission</u>	<u>Encoded</u> <u>Column</u>	<u>Table</u> <u>Letter</u>	<u>Encoded</u> <u>Transmission</u>
BREAK, OVER	- -	- -	BREAK, OVER

\*\* FROM ADDITIONAL CODE ELEMENTS

-----

The encoded voice message when completed appears as follows:

(Voice Call) CTE 176.0.1.1 this is (Voice Call) 176.0.1.1 sub-element ashore  
BREAK  
8CKET SCXTA CLELA BGJNF  
BREAK, OVER

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SUROB Decode Table

Encode Letter	Column Number			
	I	II	III	IV
A	07	3.5	9.5	00-30 LF
B	22	9.0	15.0	RED
C	15	6.5	12.5	WHITE
D	21	7.5	13.5	UNSAFE FOR PAPA BOATS
E	02	1.0	7.0	21-35
F	31	9.5	15.5	NO SECONDARY SURF
G	08	4.0	10.0	30-GOLF
H	03	1.5	7.5	26-30
J	01	0.5	6.5	11-20
K	06	3.0	9.0	GREEN
M	10	5.0	11.0	60-90 RF
N	SPECIAL	8.0	14.0	LCM AND LARGER
O	04	2.0	8.0	31-35
Q	00	0.0	LESS THAN 6	0-10
S	05	2.5	8.5	36-40
T	09	4.5	10.5	60-90 LF
U	12	6.0	12.0	00-30 RF
V	16	8.5	14.5	LCU ONLY
W	20	10 OR MORE	16 OR MORE	SECONDARY SURF FOLLOWS
X	18	7.0	13.0	SAFE FOR ALL CRAFT
Z	11	5.5	11.5	30-60 RF

ADDITIONAL CODE ELEMENTS

L - LEFT FLANK  
R - RIGHT FLANK  
P - PARALLEL  
Y - NO CURRENT

6. Transmission Instructions

a. Action. SUROBs scheduled in paragraph 2 herein are considered tactical information. Expeditionary handling of 8C reports by all participants of this operational evaluation is required. SUROBs originated or transmitted on voice or flashing light communications channels are to be treated as tactical signals and relayed in the encoded format.

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b. CO, PMU-1/CTE 176.0.4.5: CO, PMU-1 will transmit 8C reports via local shore communications stations on 29, 30, 31 July at 0800T in accordance with the schedule of reports in paragraph 2 herein. These reports will not be encoded. Message classification will be UNCLAS with the transmission instruction DITO appended. Commencing with the hourly reports on 1 August encode all SUROBs and transmit on circuit N27. CTE 176.0.4.5 will transmit SUROBs in accordance with the schedule of paragraph 2.e herein on circuit N27 upon his establishment ashore.

c. TE 176.0.1.1. 176.0.1.1 sub-elements ashore will address encoded SUROBs to their commander afloat (CTE 176.0.1.1) via circuit N7 using the format described in paragraph 5 herein.

d. CTE 176.0.1.1. CTE 176.0.1.1 on receiving encoded SUROBs from his sub-elements ashore will address SUROBs to CTG 176.0. Assign the message precedence IMMEDIATE or higher. CTE 176.0.1.1 will pass the message to CTU 176.0.1 for relay to CTG 176.0. The sample SUROB from page 7 for passing should be written as follows:

0021615Z JUL 67  
FM: CTE 176.0.1.1  
TO: CTG 176.0  
BT  
8CKET SCXTRA CLELA BGJNF  
BT

e. CTU 176.0.1. CTU 176.0.1 will relay all SUROBs received from CTE 176.0.1.1 to CTG 176.0 on circuit N1.

7. Pre-Exercise Training. CTG 176.0 will schedule pre-exercise training and briefing during period 17 to 28 July 1967.

8. Post-Exercise Evaluation. Each user of this system is to include in the Post Exercise Report, a detailed evaluation of the merits, deficiencies, usefulness and desirability to incorporate such a system into future exercises/operations. Areas of particular interest are transmission security, ease of coding and decoding, and whether or not the system eases the workload on communications circuits. To assist the OCE in coordinated evaluation, it is requested that CTU 176.0.1 submit an extract of the appropriate circuit log dealing with this report. This extract will be an enclosure to the post exercise report.



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Waterborne Unloading Serial Reporting System

1. This plan provides for a reporting system to keep CATF informed of the progress of the waterborne ship-to-shore movement.

2. Waterborne Serial Reports

a. In order to facilitate the accounting of waterborne on-call, floating dump and non-scheduled serials, the following abbreviated serial reporting message format will be used;

(1) Key for serial reports:

ALFA	Serials dispatched to the beach during reporting period.
BRAVO	Serials at PCS at the end of reporting period.
CHARLIE	Serials enroute from Transport Ship to PCS.
DELTA	Serials sunk during the reporting period.
ECHO	Serials damaged during the reporting period to the extent that they cannot be effectively employed.
FOXTROT	Requested serials which ordinarily should be included in one of the preceding categories but which cannot be reported due to conflicting reports or insufficient partial serials
GOLF	Serials landed on the beach during reporting periods

b. Identification of Reports

(1) The appropriate color of the beach will be the first word of the text. The appropriate short title, of these listed below, will be the second word of the text, followed by the "key" word above indicating the type of report and a listing of serials which apply.

Example: RED CONSER ALFA 321, 324, 325.

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<u>Long Title</u>	<u>Short Title</u>	<u>Meaning</u>
Transport Serial Report	PORTSER	Serials dispatched from a transport to PCS
Control Serial Report	CONSER	Serials dispatched to the beach from LOD by PCS
Beach Serial Report	BEACHSER	Serials landed on beach
Serial Status Report	SERSTAT	Serial status report as requested

c. Frequency of Reports

<u>Short Title</u>	<u>Content</u>	<u>Originator</u>	<u>Action</u>	<u>When Submitted</u>	<u>Means</u>
PORTSER	C,D,E,F,	Ship Concerned	PCS	As occurring	AMPHIB COMMON
CONSER	A,B,D,E,F,	PCS	Commander Transport Unit	Hourly	AMPHIB COMMON
BEACHSER	E,G	Beachmaster	Commander Transport Unit	Hourly	BMU COORD NET
SERSTAT	As required	As directed	Commander Transport Unit	When required	Most expeditious means

d. LST Requirements. LST need not make PORTSERS. They will, however, report the following information over AMPHIB COMMON to Commander Transport Unit, info PCS and Commander LST Control Element as occurring:

- (1) When underway for causeway - INBOUND.
- (2) When married to causeway - MARRIED.
- (3) When offloading on causeway complete - EMPTY.
- (4) When marriage broken - DIVORCED.

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BEACHMASTER UNIT ONE  
U. S. NAVAL AMPHIBIOUS BASE

BMJ-1/JNM:db  
2305  
7 August 1967

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MEMORANDUM

From: Under Water Wire Officer, Beachmaster Unit ONE  
To: LT WILSON, Staff of Commander Amphibious Squadron THREE

Subj: Under water telephone communications for exercise "Golden Slipper"

1. In response to your telephone request the following is an informal summary report on underwater wire operations during exercise Golden Slipper.
2. No reliable communications were established between PCS/SCS and Shore Party CP for any length of time. Radio relay could not be established between AGC and APA due to only one wire to APA from sea buoy. The Wire Laying Team and the LARC-V were on the beach as a safety team at H-Hour. The wire was started from the beach at approximately H+1 with two (2) lays of spiral 4. After the Surf Buoy was installed, the action of the surf and weight on the extra reel caused it to give way. (Brace broke allowing reel to rub and drag on stand). A bad lay on the sea buoy was caused by the difficulties of unwinding the reel also having to stay to the extreme left flank of the boat lane. Also the PCS was starting to swing and was riding up on her anchor and it was difficult to tell exactly where the bow of the ship was going to be. Consequently the sea buoy was about 600 yards from the starboard bow after the ship had swung around.
3. Communications were established with the test station ashore at approximately 1000, at which time the LARC-V returned to the beach to assist the Shore Party to hook to the switch board. At approximately 1130 or 1200 communications were established between PCS, SCS and test station. At about this time communications were established between APA 45 and test station for a few minutes. At this time LARC-V proceeded to sea buoy to check system. The terminal box was in the water because the spider assembly had pulled out of sea buoy and one (1) wire was missing to APA. We took out the terminal box and wired direct, then went along side PCS. At that time PCS had contact with the test station.. LARC-V went back to beach where Shore Party was making hook up to switch board. We called APA to tell them one wire was parted. At this time the switch board was hooked up. However in about 20 minutes all wires to the switchboard were cut. Wires were then reconnected to test station. At this time one wire to APA went dead (parted at sea buoy due to excessive strain at the buoy). Wire was installed to Beachmaster and tested to switch board; however wire was run over by a bulldozer and cut. At that time Beachmaster shifted his CP. No more wires were run to Beachmaster CP due to Shore Party moving inland and not having enough men left to splice wires and man phones at switchboard.

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Subj: Underwater telephone communications for exercise "Golden Slipper"

4. At approximately 1930 I received word to start recovering wire. At this time as far as I know, PCS and SCS still had contact with switchboard. Sea buoy was recovered and wire was recovered for about 150 yards at this time. The wire was fouled on the bottom, and the sea had picked up and was too rough for a LARC-V. I then called Beachmaster and got permission to buoy wire and wait until the following morning to recover wire. At 0640 LARC-V left the beach to recover wire. All wire, buoys, anchors and clumps were recovered and wire recovering was completed at 0830. One wire was parted in two places and copper bronze cable was parted on the recovery from surf buoy to beach.

#### 5. Comments and Recommendations:

All wires on terminal box were connected properly. However, it is recommended that terminal box be eliminated on sea buoy to eliminate extra connection and difficulty in water proofing terminal box. Marine communications section had misinterpreted which wires were which, even after we had them tagged and tested. It is my recommendation that only one spiral four wire be layed to sea buoy from beach, and PCS handle switchboard for seaward communications. Too much congestion on beach makes it impossible to maintain wires to Shore Party with overland or underground wires when the distance to Shore Party switchboard is too great to patrol properly. Two wires layed simultaneously would have worked if we had room in a LARC-V (or boat) for extra reel (and one built strong enough to hold 3000 yards of spiral four). Difficulty was experienced in recovering due to the wires being siezed together and having a tendency to foul on rocks and sea week on the bottom. One wire would not pose as great a problem.

Very respectfully,

/s/John N. MILLER+  
John N. MILLER  
WO1 USN

Copy to:  
COMNAVBEACHGRU ONE  
CO, -PMU-1

COMPHIBRON THREE Comment: Contrary to paragraph 2 above, radio relay was established between the AGC and the APA, in which the Transport Unit Commander was embarked.

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COMMANDER AMPHIBIOUS FORCE  
UNITED STATES PACIFIC FLEET

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314:skc  
3500  
Ser 31 - 088  
10 February 1967

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From: Commander Amphibious Force, U. S. Pacific Fleet  
To: Commander Amphibious Group ONE

Subj: Exercise "GOLDEN SLIPPER"; Letter of Instruction for (U) 314:skc

Ref: (a) OPNAVINST 03120.10M (NOTAL)  
(b) COMPHIBPACINST 03121.5B (NOTAL)  
(c) COMPHIBPACINST 03100.1B (NOTAL)

Encl: (1) List of Participating Forces  
(2) Proposed Schedule of Events  
(3) Sketch Map (Area of Operation)

1. Background. Reference (a) designated Commander Amphibious Force, U. S. Pacific Fleet, as Officer Scheduling Exercise (OSE), for a two Battalion Landing Team, (BLT), PHIBLEX, to be conducted in the Camp Pendleton area during the period 30 July - 4 August 1967. The unclassified nickname "GOLDEN SLIPPER" has been assigned to the exercise.

2. Concept. The Landing Force will embark, rehearse and conduct an assault landing. Subsequent operations will be conducted in a counter-insurgency environment. Search and destroy operations and counter-guerrilla operations will be undertaken against guerrilla forces to assist in the restoration of law and order and to bolster the position of the local government.

a. Situation:

(1) General. In 1966, the state of MARGARITA achieved political independence with the active encouragement and support of the United States. The principal peoples of MARGARITA are the MARGARITANS, HORNIANS and TALEGANS, all basically of the same cultural orientation but with a history of mutual antagonism. Nonetheless, MARGARITA, with rich agricultural resources, has significant economic potential for modernization which could be accomplished through an extended period of political, economic and social stability.

303167

GROUP-4  
DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.

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3500

Against this background, a neighboring state, TALEGA, at about the same time was established with an authoritarian government. The population of TALEGA consists of essentially the same ethnic groupings as MARGARITA. However, the TALEGANS hold the majority of politically significant positions both in and out of government. Despite the fact that TALEGA is more industrially oriented than MARGARITA, TALEGA has been unable to reach self-sufficiency in food production.

Under these circumstances, the agricultural assets of MARGARITA were most attractive to food deficient TALEGA. Since the friendship of the United States made a direct confrontation with MARGARITA unwise, TALEGA decided to exploit the mutual antagonisms of the ethnically diverse peoples of MARGARITA in order to obtain its objective - a new unified state of TALEGA-MARGARITA. To give this effort an air of legitimacy, a political front made up of native MARGARITANS and TALEGANS was established and subsidized clandestinely. This front organization was named the TALEGAN FREEDOM MOVEMENT (TFM). Soon after its formation, the TFM began a concerted and systematic campaign to discredit the MARGARITAN government in the eyes of its people. This effort was pursued through the assassination of local MARGARITAN government officials, armed attacks on local police and government outposts, the interdiction of lines of communication, and finally the ambushing and harassment of units of the MARGARITAN Army sent to restore law and order. Because it was well organized, strongly disciplined and amply financed, efforts of the TFM met with rapid and widespread success.

The Government of MARGARITA appealed to the United Nations for assistance, but the opposition was successful in preventing any constructive redress of the MARGARITAN grievance. At this time, the United States and the Government of MARGARITA unilaterally commenced political discussions regarding the situation in MARGARITA created by the expansionist ambitions of the Government of TALEGA.

(2) Special. During the past month, MARGARITAN Army forces have sustained heavy combat casualties in actions with regular elements of the TALEGAN Army. There is also evidence that the TFM has infiltrated sizeable additional forces into the MARGARITAN Provinces of PULGAS, ONOFRE and KILINDIA.

To exploit this deteriorating situation in MARGARITA, the TALEGANS have committed the 172d Motorized Rifle Regiment of the 18th Motorized Rifle Division. Two battalions of the 172d Regiment have seized PULGAS Province and the MARGARITAN capital of LAS FLORES. In addition the

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3500

remaining battalion has occupied KILINDIA Province and the provincial capital of LUZ.

As a result of the TALEGAN successes, the Government of MARGARITA has fled into exile in the state of EL CAMINO located opposite MARGARITA across the Gulf of California.

The Government of MARGARITA made an open and public appeal to the United States for military assistance. A political decision was made by the United States to provide such assistance. As a consequence, an amphibious task force consisting of Navy and regular/reserve Marine elements was activated.

b. Objectives

- (1) To provide training for participating Navy and Marine Corps forces in planning and executing an amphibious operation.
- (2) To provide training in the conduct of counter-guerrilla operations.
- (3) To provide training in gathering, evaluating and disseminating combat intelligence in a counter-insurgency environment.
- (4) To provide planning and training in the initiation of civil action and pacification projects.

c. Area of Operations

- (1) Assault landings and operations ashore will be conducted at Camp Pendleton, California.
- (2) The OCE will arrange for sea and air space reservations and for the issuance of required notices to Mariners and Airmen.
- (3) CG, 4th Marine Division will arrange for maneuver areas ashore at Camp Pendleton.
- (4) A rehearsal landing will be conducted at the Silver Strand, Coronado.

d. Period of Exercise. Exercise "GOLDEN SLIPPER" will be conducted during the period 30 July - 4 August 1967.

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3500e. Terms of Reference

- (1) Exercise "GOLDEN SLIPPER" will be a controlled maneuver.
- (2) There will be no nuclear, biological or chemical warfare play.
- (3) CG, 4th MARDIV will assign an Exercise Intelligence Center (EIC).

f. Operations

(1) Operational commanders are requested to make their participating forces available to the OCE for planning upon receipt of this letter.

(2) There are certain peculiarities associated with the conduct of the planning phase with Marine Reserve elements that drill only at stated intervals and are widely separated geographically. Therefore, the landing force will commence preliminary planning upon receipt of this letter. The detailed landing plan will be subsequently developed in close coordination with the OCE.

(3) Direct liaison between participating forces is authorized.

(4) A proposed schedule of events is appended as enclosure (2).

3. Command Relationships

a. Commander Amphibious Group ONE is designated as Officer Conduct in the Exercise (OCE), Commander Amphibious Task Force (CATF), and Commander Task Force (CTF) 176, (effective 24 July to 10 August 1967).

b. The OCE will perform such functions of the Naval Exercise Coordinator (NEC), as may be required for the conduct of the exercise.

c. CG, 4TH Marine Division is designated Commander Landing Force (CLF), during the planning phase. During the execution phase of the PHIBLEX, the CLF will be a reserve brigadier general designated by the Commandant of the Marine Corps on or about 1 May 1967. The CLF is assigned task designator CTF 179. The Task Force designator is effective 24 July through 10 August 1967. CG, 4TH Marine Division will act as the Exercise Director for this exercise.

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**CONFIDENTIAL**314:skc  
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4. Forces Assigned

- a. Exercise forces are as listed in enclosure (1).
- b. The dates of assignment to the exercise, if not extended throughout the exercise period, are as indicated in enclosure (1).
- c. CG, 4th Marine Division will provide the Exercise Director's staff, umpire augmentation and shore based aggressor forces.

5. Communications

a. Submit Navy and Landing Force frequency requirements to COM-FIRSTFLT (copy to CG FMFPAC, CG 4th MARDIV, COMPHIBPAC and COMELEVEN), not later than 15 April 1967. Frequency requirements will be submitted giving the following information:

- (1) Frequency
- (2) Emission
- (3) Power output
- (4) Usage (Net description or title)
- (5) Area in which frequency will be used

b. All exercise communications will carry the words "EXERCISE GOLDEN SLIPPER" at the beginning of the text. In encrypted messages this phrase will appear in the clear, external to the encrypted text.

c. All participating units, including units assuming crypto guard for participating units, are authorized to use effective editions of KAK 2697 of the ADONIS System - (Rotors change to KAR 498A effective 1 August); KAK 2663 of the ORESTES System; KAC 138, Numerical Code; KAA 60, Authentication System; and KAC 132 of the Operations Code.

6. Special Instructions

a. Aircraft Operations. The OCE will control air operations during the assault phase of the exercise. The TACC/DASC will be pre-positioned ashore prior to D-day. Control of air operations will be passed ashore to the Landing Force Commander.

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b. Exercise Rules and Safety Measures

- (1) The exercise will be conducted in accordance with NWP 22(A).
- (2) Safety of personnel will be the paramount consideration, however, operations will be conducted in as realistic a manner as possible.
- (3) Search and rescue (SAR) operations will be conducted in accordance with NWP 37 and current SAR directives.

c. Command Information Bureau (CIB)

- (1) A Command Information Bureau (CIB), consisting of a Public Affairs Branch and a Protocol Branch, will be activated for planning purposes on receipt of this LOI. It shall become operational by 5 July 1967 and fully activated by 24 July 1967.
- (2) The mission of the CIB is to insure that all facets of public affairs are coordinated, including informative, newsworthy coverage from time of embarkation to completion of the exercises. It will also enable official observers and news media to appreciate and understand the objectives of the exercises and how they are achieved.
- (3) CG, 4TH MARDIV, shall designate an officer of appropriate rank to serve as Director of the CIB. The CIB shall be staffed by Navy-Marine members from participating units.
- (4) The OSE will issue the initial news release announcing the exercise about 15 May 1967. The OCE will submit a proposed draft of the initial news release to the OSE by 1 May 1967. The CIB will handle all news releases subsequent to its establishment.

d. Reports

- (1) Distribution of exercise directives and post exercise reports will be in accordance with reference (b).
- (2) Post exercise reports will be prepared in accordance with reference (c) and submitted to COMPHIBPAC by the OCE not later than 30 days after the exercise.

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 3500

Copy to:

NAVY COMPONENTS:

CNO (2)  
 CINCPACFLT (4)  
 COMFIRSTFLT (2)  
 COMNAVAIRPAC  
 COMTRAPAC  
 COMCRUDESPAC (3)\*  
 COMPHIBLANT  
 COMELEVEN  
 COMPHIBTRAPAC (2)  
 COMPHIBGRU THREE  
 OIC NAVTACDOCDEVPRODACTY (2)  
 CO NAVCOMMSTA SDIEGO  
 COMPHIBRON ONE  
 COMPHIBRON THREE  
 CO NAVPHIBSCOL CORONADO  
 COMNAVBEACHGRU ONE (8)\*  
 COMTACGRU ONE  
 COMNAVSUPPGRUPAC  
 COMLANSHIPFLOT ONE  
 CO PHIBOPTRAUPAC  
 COMLANSHIPRON ONE  
 CO USS IWO JIMA (LPH-2)  
 CO USS GEORGE CLYMER (APA-27)  
 CO USS COMSTOCK (LSD-19)  
 CO USS STONE COUNTY (LST-1141)  
 CO USS CAVALIER (APA-37)  
 CO USS PAGE COUNTY (LST-1076)  
 CO USS WEXFORD COUNTY (LST-1168)  
 CO TACRON THIRTEEN  
 CO UDT TWELVE (2)  
 CO RP10 SDIEGO

MARINE CORPS COMPONENTS

CMC (2)  
 CG FMFPAC (2)  
 CG MARTCOM (2)  
 CG FOURTH MARDIV (20)\*  
 CG FOURTH MAW (20)\*  
 CG FIFTH MARDIV (5)\*  
 CG THIRD MAW (5)\*  
 CG FORTRPS FMFPAC  
 CO MDT MARCORSOL QUANTICO

CMCLFDA MARCORSOL QUANTICO  
 CG MARINE CORP BASE CAMPEN  
 CG LANFORTTRACPAC  
 SIXTH MCD (10)\*  
 EIGHT MCD (10)\*  
 NINTH MCD (10)\*  
 TWELVTH MCD (10)\*

\* For further distribution

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-314:skc

3500

LIST OF PARTICIPATING FORCES1. NAVY

USS IWO JIMA (LPH-2) (COMPHIBGRU ONE EMBARKED)  
 USS GEORGE CLYMER (APA-27) (COMPHIBRON THREE EMBARKED)  
 USS CAVALIER (APA-37)  
 USS COMSTOCK (LSD-19)  
 COMLANSHIPRON ONE  
 USS STONE COUNTY (LST-1141)  
 USS PAGE COUNTY (LST-1076)  
 USS WEXFORD COUNTY (LST-1168)  
 NAVBEACHGRU ONE DET  
 TACRON THIRTEEN  
 ACDIV ELEVEN  
 UDT TWELVE  
 TWO DD's 1 - 3 AUG (to be assigned)

2. MARINE CORPS

HqCo, 23rd Marines (USMCR)

BLT (USCMR)

1stBn, 23rd Marines  
 7th 105 mm How Btry  
 MP Co, HqBn  
 Comm Spt Co, 12th Comm Bn  
 Truck Co, 4th MT Bn  
 Det, 4th SP Bn  
 Det, 3rd ANGLICO  
 Det, 9th Engr Bn

BLT (5th MARDIV)

To be determined

Elements of 4th MAW

H&MS-42 (-)  
 VMA-133  
 VMA-134  
 VMF-112

GROUP-4

DOWNGRADED AT 3 YEAR INTERVALS;  
 DECLASSIFIED AFTER 12 YEARS.

ENCLOSURE (1)  
 CONFIDENTIAL  
**CONFIDENTIAL**

~~CONFIDENTIAL~~  
**CONFIDENTIAL**

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3500

Elements of 4th MAW (Con't)

MACS-23

MASS-4

HMM-770

AGGRESSOR FORCES

6th Rifle Co

ENCLOSURE (1)  
~~CONFIDENTIAL~~  
**CONFIDENTIAL**

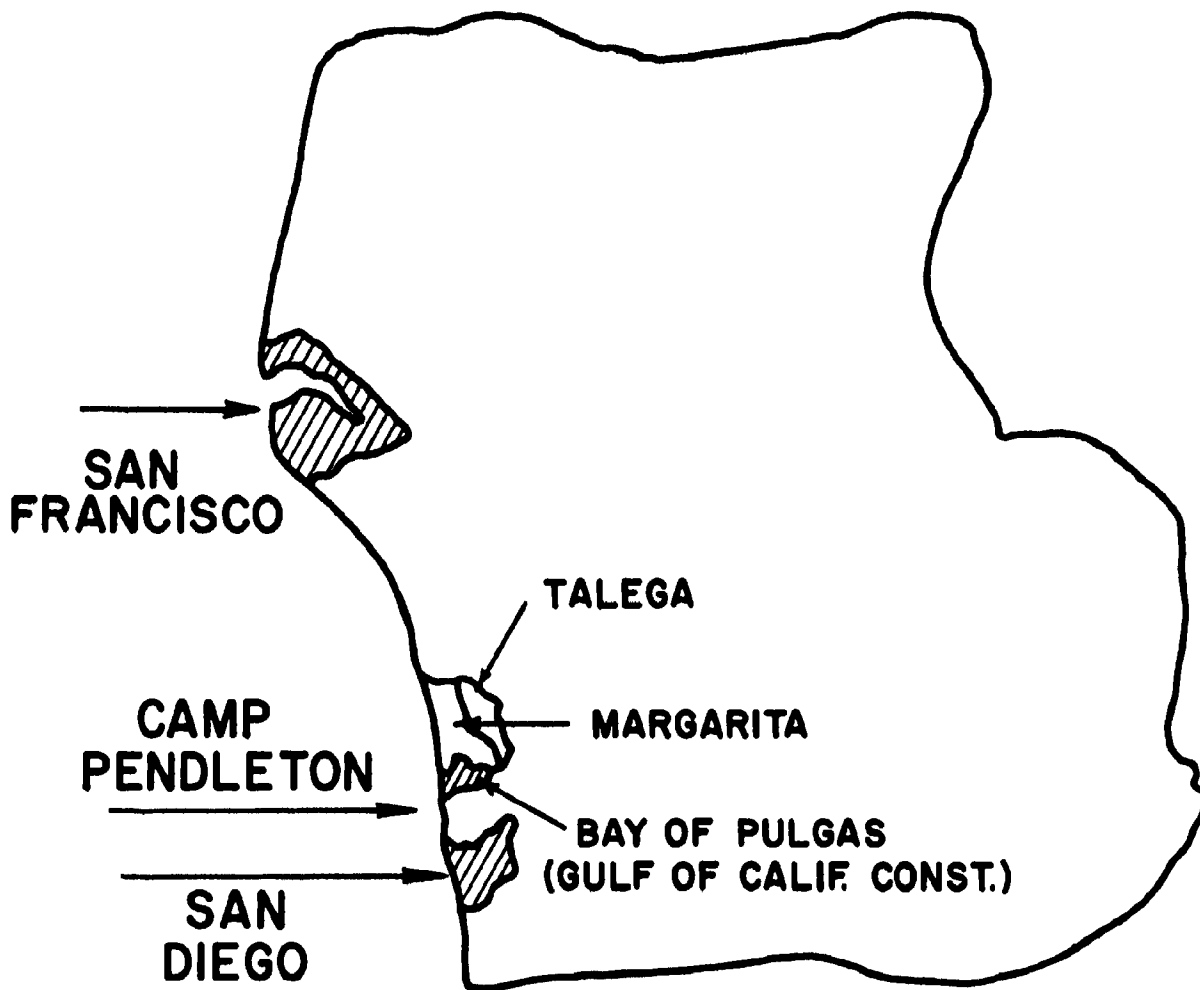
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1500DATEEVENT

30-31 Jul	-	Embarkation
1 Aug	-	Rehearsal
2 Aug	-	D-Day
3 Aug	-	Operations ashore
4 Aug	-	Terminate operations ashore

GROUP-4  
DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.

ENCLOSURE (2)

**CONFIDENTIAL**



ENCLOSURE (3)  
CONFIDENTIAL  
~~CONFIDENTIAL~~



**CONFIDENTIAL**HCOMMCEN  
ROOM 2220  
EXT 41721

4759

RTTC JAW RUWJMSAU030 1820134-CCCC--RUCIHOA.  
 ZNY CCCCC  
 R 010134Z JUL 67  
 FM COMPHIBPAC  
 TO RUENAAA/CNO  
 RUHHBRA/CINCPACFLT  
 RUWJHIA/COMFIRSTFLT  
 RUWJMUA/COMNAVAIRPAC  
 RU\*JNRA/COMTRAPAC  
 RUWJAIA/COMCRUDESPAC  
 RUCINGA/COMPHIBLANT  
 RUWJHEA/COMELEVEN  
 ZEN1/COMPHIBTRAPAC  
 ZEN1/COMPHIBGRU ONE  
 RUCIHA/OIC NATRACDOCDEVPRODACTY  
 RUWJHBA/NAVCOMMSTA SDIEGO  
 RUWJHBA/COMPHIBRON ONE  
 RUWJHBA/COMPHIBRON THREE  
 RUWJSBA/COMPHIBRON SEVEN  
 ZEN1/NAVPHIBSCOL CORONADO  
 ZEN1/COMNAVBEACHGRU ONE  
 ZEN1/COMTACGRU ONE

305-167  
CR#3ABQ  
A04  
ABC

JUL 10 12 42 PM '67

PAGE TWO RUWJMSA0030 C O N F I D E N T I A L

ZEN1/COMNAVOPSUPPGRUPAC  
 ZEN1/COMLANSHIPFLOT ONE  
 ZEN1/PHIBOPTRAUPAC  
 RUWJHBA/COMLANSHIPRON ONE  
 RUWMMFI/USS IWO JIMA  
 RUWMMHPA/USS ESTES  
 RUWMMFI/USS CABILDO  
 RUWMMFI/USS WHETSTONE  
 RUWJJAA/USS SUMMIT CTY  
 RUWJHBA/USS GEO CLYMER  
 RUWJHBA/USS JEROME CTY  
 ZEN1/TACRON TWELVE  
 RUWMMFI/USS CABALIER  
 RUWJHBA/USS WEXFORD CTY  
 ZEN1/UDT TWELVE  
 ZEN1/BEACHJUMPERU ONE  
 RUWJSBA/COMDESDIV ONE NINE TWO  
 RUWJAIA/COMDESDIV FIVE TWO  
 RUWJAIA/USS SHELTON  
 RUWJSBA/USS MADDOX

PAGE THREE RUWJMSA 0030 C O N F I D E N T I A L

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NOTE: Ch 1 &amp; 2 NOT in NRS Comfile for Hqs file / 26 Aug 68

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RUWJHBA/RPIO SDIEGO  
 RUCIHOA/CMC  
 RUHHFMA/CG FMFPAC  
 RUEDGGA/MARRESTRACOM  
 RUWJDFAC/CG FOURTH MARDIV  
 RUWJNWA/CG FIFTH MARDIV  
 RUWJBRA/CG THIRD MAW  
 RUWJNKA/CG FORTRPS FMFPAC  
 RUCIJMA/COMDT MARCORSOL QUANTICO  
 RUCIJMA/CMCLFDAMARCORSOL QUANTICO  
 RUWJDFAC/CG MARCORPB CAMPEN  
 ZEN1/CG LANFORTTRACOMPAC  
 RUCLBEA/SIXTH MCD  
 RUCLFFA/EIGHT MCD  
 RUEDEQA/NINTH MCD  
 RUWMMEA/TWELFTH MCD  
 RUWJNWA/CO TWENTY EIGHT MARINES  
 RUWJNWA/CO BLT ONE/TWO EIGHT  
 BT

C O N F I D E N T I A L

PAGE FOUR RUWJMSA 0030 C O N F I D E N T I A L

EXERCISE GOLDEN SLIPPER LOI CHANGE THREE (U)

A. COMPHIBPAC LTR 3500 SER 31-088 OF 10 FEB 1967

1. MAKE THE FOLLOWING CHANGE TO REF A:

A. DISTRIBUTION LIST ADD: COMDESDIV 192; USS MADDOX (DD731)

COMDESDIV52, USS SHELTON (DD790) AND BJU ONE

B. ENCL (1), PARTICIPATING NAVY FORCES; DELETE COMLANSHIPRON ONE  
 AND TWO DD'S 1-3 AUG (TO BE ASSIGNED). ADD USS MADDOX  
 (DD731) (2,3,4 AUG 67), USS SHELTON (DD790) (30 JUL - 3 AUG)  
 AND BJU ONE DET.

GP-4

BT

NNNN#

3

2

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DECLASSIFIED

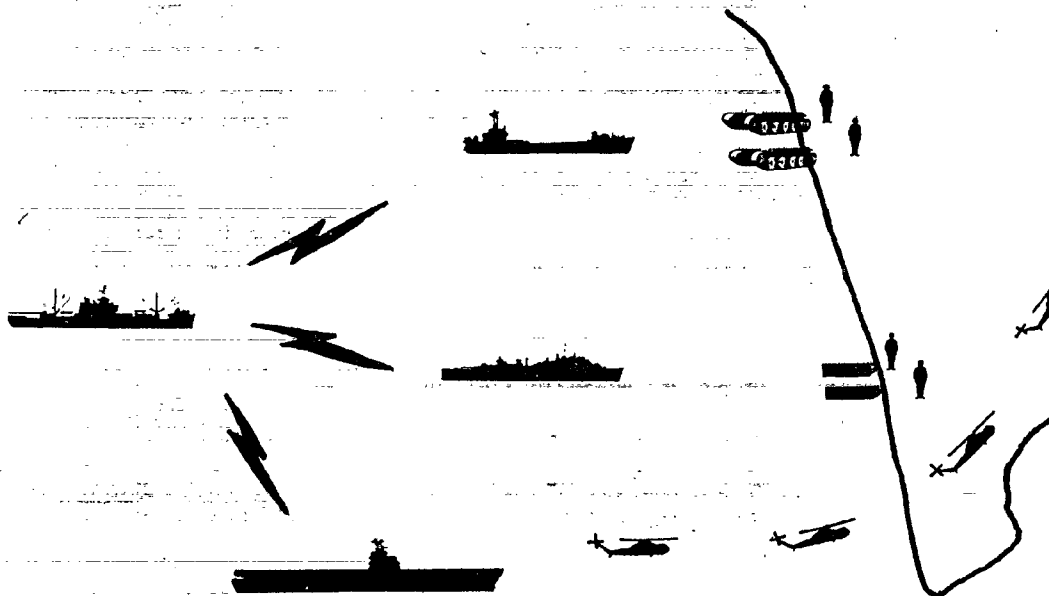
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MODIFIED HANDLING AUTHORIZED

**COMMANDER  
AMPHIBIOUS GROUP ONE**

**EXERCISE  
GOLDEN SLIPPER**

**PHIBLEX 2-67**



**COMMANDER AMPHIBIOUS TASK FORCE**

**CTG 176.0**

**311 849**

**OPERATION ORDER 303-67**

GP-4

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

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DECLASSIFIED

DECLASSIFIED

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Change No.	ETL Rated	Date Entered	Signature Rank/Rate
1	5 Aug 67	8 Aug 67	Geo. N. Wright Sgt. / Sgt.

Significant Material Finder

<u>Subject</u>	<u>Page</u>
<u>A.</u> AAW	H-VIII-1
Administration	K-1
Air Communications	N-1
Air Operations	H-1
Amphibious Objective Area	5
Anchorage Diagrams	I-I-1
<u>B.</u> Bulk Fuel	I-V-1
<u>C.</u> Call Signs	H-I-1
Casualty Evacuation	H-I-1
Causeway	I-VII-1
Chain of Command	6
Chief Observer Instructions	B-III-1
Communications	H-1
Concept of Operations	B-1
Cruising Instructions	D-I-1
<u>D.</u> D-Day	5, B-1
Distribution	Z-1
Diversionsary Operations	B-1, -I-1
<u>E.</u> Electronic Warfare	C-1
Embarkation	B-1, U-1
<u>F.</u> F-Hour	5, B-1
Fire Support	G-1
Formation, Movement	D-I-A-1
<u>H.</u> Helicopter Operations	H-V-1, I-X-1
H-Hour	5, B-1
<u>I.</u> Intelligence	C-1
<u>L.</u> L-Hour	5, B-1
Life Jackets, Sling and Cargo Nets	I-IX-1
Loading	B-1, U-1
Logistics	L-1
<u>M.</u> Medical	H-1
Movement	B-1, D-1

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ERRATA SHEET TO COMPHIBGRU (CTG 176.0) OPORD 303-67

1. Where appearing throughout OPORD change USS WHETSTONE (LSD 27) to read USS POINT DEFIANCE (LSD 31).
2. Where appearing throughout OPORD change USS CAVALIER (APA 37) to read USS HENRICO (APA 45).
3. Page B-I-2 Insert new Event No. 28-1 as follows:

<u>EVENT NO.</u>	<u>TIME</u>	<u>EVENT</u>	<u>REF.</u>
28-1	0900	Boat Group Commander, Wave Guide and Wave Guide Commanders Conference in HENRICO.	COMPHIBRON THREE msg 192203Z JUL 67

4. Renumber existing Event No. 28-1 to read 28-2.
5. Delete Event No. 29-2 in its entirety and renumber Event No. 29-3 to read 29-2.
6. All commands holding Tab C to Appendix XII to Annex C (Limited Distribution) make the following changes:
  - a. Page C-XII-C-2 Para 2.a. under column ORIGINATOR change "CTE 176.0.4.5" to read "CO, BMU 1."
  - b. Page C-XII-C-2 Para 2.b. under column ORIGINATOR change "CTE 176.0.4.5" to read "CO, BMU 1."
  - c. Page C-XII-C-2 add new paragraph "f. PCS and SCS will receive SUROB's thru Report 7-C or by intercept of encoded voice transmissions on circuits N7 or N27."
  - d. Page C-XII-C-11 Para 6.b. change start of paragraph to read "CO, BMU 1/CTE 176.0.4.5. CO, BMU 1 will....."
  - e. Page C-XII-C-11 Para 6.b. add new sentence at end of paragraph: "CTU 176.0.4.5 will transmit SUROB's in accordance with the schedule of paragraph 2.c. to this Tab on circuit N27 upon his establishment ashore."
  - f. Page C-XII-C-12 under LIMITED DISTRIBUTION change "USS ESTES (AGC 12)" to read "CO, USS ESTES (AGC 12)."
  - g. Page C-XII-C-12 under LIMITED DISTRIBUTION add "CO, USS POINT DEFIANCE (LSD 31), CO, USS CABILDO (LSD 16), CO, USS WEXFORD COUNTY (LST 1168)."
7. Page F-1 under TE 176.0.1.1, change "2 PCF" where appearing (twice) to read "1 PCF/2 LCSR".
8. Page F-2 in subparagraph 3.b.(1), first line, change "PCF" to read "PCF/LCSR".

*NOT  
Revised  
any longer*

DECLASSIFIED

DECLASSIFIED

9. Page F-2 in subparagraph 3.b.(2), first line, change "PCF" to read "PCF/LCSR".
10. Page F-3 in subparagraph 3.c.(1), third line, change "PCF" to read "PCF/LCSR".
11. Page F-3 in subparagraph 3.c.(4), third line, change "PCF's" to read "PCF".
12. Page F-I-A-1 opposite 30 July 2100T, change "PCF" to read "PCF/LCSR".
13. Page F-I-A-1 opposite 31 July 0100T, change "PCF" to read "PCF/LCSR".
14. Page F-1, Reconnaissance and Underwater Demolitions, opposite TU 176.0.1 Reconnaissance and Underwater Demolition Unit change to read CDR R. E. KEMBLE, USN  
(CO, USS SHELTON (DD-790))
15. Page K-4 Annex K insert new paragraph 14.  
  
14. Cleanliness of Silver Strand Beaches. Upon completion of rehearsal phases of Exercise GOLDEN SLIPPER, the Beach Party Commander will insure that all Silver Strand Beaches are thoroughly policed and report same to CATF no later than 1600, 2 August 1967.
16. Appendix I to Annex K, Page K-I-9 Report No. 5-K change "policy" to read "policing".
17. Appendix I to Annex K, Page K-I-8 Report No. 2-K insert CTU 176.0.6 under info addrees.
18. Page M-3 Paragraph 3.x.(4) line 2 change the word "primary" to "alternate".
19. Page M-3 Paragraph 3.x.(4) add the following sentences to the end of the paragraph. "The primary source of blood during rehearsal will be Naval Hospital, San Diego. Naval Hospital, Camp Pendleton will be used thereafter. Emergency requests will be made by CATF when requirements are known."
20. Page M-II-1 change "LT W. DUNOVANT, MC, G.P." to read "LT E. A. SHERWOOD, MC, G.P."
21. Page N-5. Insert new subparagraph 12.d.  
  
12.d. Ships having observers embarked will deliver copies of all exercise traffic to the observer for information and retention.
22. Page T-2, delete subparagraph 2.c.(3) and renumber following subparagraph accordingly.

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Page I-XI-3 add following between last paragraph and authentication:

Tabs:

- A. Beach Orientation Chart
- B. Green Beach 2, Silver Strand

Annex T, Page T-I-2, add Note (4)

OCE's of each individual exercise include the Chief Observer (CTU 176.O.6) as info addressee on all such reports. (Note 3 above)

ch 311849  
COMMANDER AMPHIBIOUS GROUP ONE  
FLEET POST OFFICE  
SAN FRANCISCO 96601

FG1-1/N1:rec  
3121  
Ser: 1-067  
27 July 1967

CONFIDENTIAL  
MODIFIED HANDLING AUTHORIZED

From: Commander Amphibious Group ONE (CTG 176.0)  
To: Distribution List

Subj: Change 1 to CTG 176.0 Operation Order 303-67; promulgation of

1. Make the following pen and ink changes where appearing in subject operation order.

- a. Page 1 in Task Organization opposite line "g" change commander and ship to read: CDR T. H. MCLAUGHLIN, USN vice CDR R. E. KEMBLE, USN  
(CO USS MADDOX (DD-731)) (CO USS SHELTON (DD 790))
- b. Annex B Page B-I-1 Event 28-1 change 0900 to read 1400.
- c. Page B-I-1 Delete event 31-1. Renumber Events 31-2 through 31-6 to 31-1 through 31-5.



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- Lee. Page K-I-12, report number 2-U, under name of report change "onloading" to read "unloading".
- ff. Annex M, page M-II-1, delete "COMLANSHIPRON ONE, LT J. W. BEHNHOFF, MC, G.P., located in WEXFORD COUNTY."
- gg. Page M-II-1, change "LT F. SCHROEDER, MC, G.P." to read "LT R. A. GRYBOSKI, MC, G.P."
- hh. Annex N, page N-6, paragraph 13.b., change "JANAP 117" to read "JANAP 119".
- ii. Page N-6, paragraph 13.c., change second sentence to read "CW CALL SIGNS: ACP 115 and ACP 100."
- jj. Appendix I to Annex N, delete GEORGE CLYMER wherever appearing.
- kk. Page N-II-1, add new subpara f. "f. KAC 130 (Numerical Code) will be used for the encryption of numbers with plain language. It is not to be used for the encryption of information requiring more than 24-hour protection."
- ll. Page N-V-3, for designator "C" insert "Z" after time of 310001.
- mm. Tab A, Appendix V, Annex N, Net Designation "N-4B" and N-5B", change emission to 6A3 and change frequency to 8480KC.  
  
Add HENRICO CKT N-2A Guard and N-2B when ordered.  
  
Add PT DEFIANCE CKT N-1A Guard and N-1B when ordered.  
  
Circuit N-3A, change IWO JIMA, HENRICO, OKANOGAN, PT DEFIANCE, CABILDO, WEXFORD CTY, SHELTON and MADDOX to read "Copy" vice "Guard".  
  
Circuit N-1A and N-2A, change ESTES to read "Copy" vice "Guard".  
  
Add CTE 176.0.2.1 to guard CKT N-2A and Copy N-3A. N-2B and N-3B when ordered.  
  
Add CTE 176.0.2.2 to guard CKT N-1A and Copy N-3A. N-2B and N-3B when ordered.  
  
Add CTE 176.0.2.3 to guard CKT N-1A and Copy N-3A. N-1B and N-3B when ordered.
- nn. Tab B, Appendix V, Annex N, Net Designation "N-16B" and NN-10B", change emission to 6A3 and change frequency to 8480KC. Change "when ordered" to "Guard"

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Delete HENRICO from CKT N-23.

- oo. Tab C, Appendix V, Annex N, Net Designation "N-24B" and "N-25B", change emission to 6A3 and change frequency to 8480KC. Change "when ordered" to "guard".

<u>Net Designation</u>	<u>Delete</u>	<u>Insert</u>
N8B	38.5	38.9 (Tab A)
N28	40.4	30.1
N29	40.8	32.5
N30	42.7	34.7
N31	44.1	38.5

- pp. Page N-VII-2, under Nr. 3a, change time to read "1216" vice "1316".

- qq. Annex U, page U-4, paragraph 3.x.(1)(b), change "176.0.2" to read "176.0.4".

2. rReplace below listed pages with attached replacement pages.

I-II-A-1	I-IV-C-3	I-VI-A-9
I-II-A-2	I-IV-E-1	I-VI-A-10
I-II-C-1	I-IV-E-2	I-VI-A-11
I-III-A-1	I-VI-3	I-VI-A-12
I-III-C-1	I-VI-4	I-VI-A-13
I-III-C-2	I-VI-A-1	I-VI-B-1
I-III-C-3	I-VI-A-2	I-VI-B-2
I-III-D-1	I-VI-A-3	I-VI-B-3
I-III-E-1	I-VI-A-4	I-VI-C-1
I-III-E-2	I-VI-A-4a	I-VI-C-2
I-IV-A-1	I-VI-A-5	I-VI-C-3
I-IV-B-1	I-VI-A-6	I-X-A-1
I-IV-C-1	I-VI-A-7	I-X-B-1
I-IV-C-2	I-VI-A-8	I-X-B-2

  
G. T. HOAGLAND  
By direction

Distribution:  
COMPHIBGRU ONE OPORDER  
303-67, Annex Z

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z/July 1967  
 Msg Ref: LSLT-9

Ref: (a) COMPHIBPAC LOI ser 31-088 of 10 Feb 67

Zone Time: Tango (+7)

Task Organization: (Detailed Task Organization in Annex A)TG 176.0 Amphibious Task Force

RADM J. T. BURKE, JR., USN  
 (COMPHIBGRU ONE)

a. TG 179.0 Landing Force

BGEN C. T. HAGAN, JR., USMCR  
 (CG 4th MEB)

b. TU 176.0.0 Special Operations and Command Group

RADM J. T. BURKE, JR., USN  
 (COMPHIBGRU ONE)

c. TU 176.0.1 Reconnaissance and Underwater Demolition Unit

CDR R. E. KEMBLE, USN  
 (CO, SHELTON (DD 790))

d. TU 176.0.2 Loading Unit

RADM J. T. BURKE, JR., USN  
 (COMPHIBGRU ONE)

e. ~~USV 176.0.3~~ Movement Unit

RADM J. T. BURKE, JR., USN  
 (COMPHIBGRU ONE)

f. TU 176.0.4 Transport Unit

CAPT T. C. HARBERT, USN  
 (COMPHIBRON THREE)  
 CDR R. E. KEMBLE, USN

g. TU 176.0.5 Naval Gunfire Support Unit

CDR R. E. KEMBLE, USN  
 (CO, SHELTON, (DD 790))

h. TU 176.0.6 Chief Observer

CAPT R. L. COCHRANE, USN  
 (COMPHIBRON SEVEN)

1. Situation. In 1966, the State of Margarita achieved political independence with the active encouragement and support of the United States. Since the agricultural assets of Margarita were most attractive and essential to the food deficient Talega, Talega decided to gain its expansionist designs by subversion and insurgency in Margarita. To give this effort an air of legitimacy, a political front, named the Talegan Freedom Movement (TFM), was established clandestinely and a systematic campaign to discredit the Margaritan government in the eyes of its people was initiated. The effort was pursued through the assassination of government officials and armed attacks on local police and government outposts, the interdiction of lines of communication, and finally the ambushing and harassment of units of the Margaritan Army sent to restore law and order. Because it was well organized.

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strongly disciplined and amply financed, efforts of the TFM met with rapid and widespread success.

At this time, the United States and the Government of Margarita commenced political discussions regarding the situation in Margarita. To exploit the initial success of the TFM, regular Army units of Talega were committed in the Provinces of Pulgas, Onofre and Kilindia to seize the Province capitals. Over the past several months, Margaritan Army Forces have sustained heavy combat casualties in action with regular elements of the Talegan Army.

As a result of the Talegan successes, the Government of Margarita fled into exile in the State of El Camino located opposite Margarita, across the Gulf of California.

The Government of Margarita appealed to the United States for military assistance. In response to this request, Commander Amphibious Group ONE was designated Commander Amphibious Task Force and directed to conduct an amphibious assault in Margarita to restore law and order and ensure the early return of all portions of Margarita to the control of the legally constituted government.

Commanding General, Fourth Marine Expeditionary Brigade, BGEN Charles T. HAGAN, Jr., is Commander Landing Force.

a. Enemy Forces

(1) Talegan Army. The major identified Talegan unit in Margarita is the 172nd Motorized Rifle Regiment of the 18th Motorized Rifle Division. It has a personnel strength of about 2550. It is believed that the 172nd Regimental Headquarters is located in Los Flores, the former Margaritan capitol. There are about 700 Talegan Freedom Movement sympathizers throughout Margarita.

(2) Talega Air Force. Comprised of ten modern jet aircraft.

(3) Talega Navy. None.

(4) See Annex C (Intelligence).

b. Friendly Forces. U. S. Ambassador to Margarita - functioning from El Camino.

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c. Attachments and Detachments. See Table of Organizational Changes, Appendix I to Annex A.

2. Mission. The Amphibious Task Force will seize by amphibious assault a force beachhead on Pulgas Peninsula, Margarita, assist local Margaritan forces in counterinsurgency operations and will be prepared to conduct further operations to counter overt aggression by Talega forces

IN ORDER TO

restore law and order and return control of all portions of the country of Margarita to the legally constituted government.

3. Execution. This force will seize by amphibious assault landings over GREEN and RED BEACHES and by helicopter assault into a landing zone in the vicinity BM 683 (MG 7296) a force beachhead on the west coast of Margarita and conduct operations ashore which will result in the stabilization of the situation and early return of all portions of the country to the control of the legally constituted government. Operations will be conducted in accordance with Annex B (Concept of Operations).

a. Landing Force (TG 179.0). Conduct surface and helicopterborne assault landings on D-Day to secure a force beachhead in the Los Flores Area of Margarita and conduct further operations to defeat insurgent forces and restore order to Margarita.

b. Special Operations and Command Unit (TU 176.0.0)

(1) Flagship Element (TE 176.0.0.1). Flagship operate as directed by Commander Amphibious Task Force.

(2) Tactical Air Control Element (TE 176.0.0.2)

(a) Act as Tactical Air Commander and provide a TACC for CTG 176.0 while in the AOA.

(b) Act as Force Anti-Air Warfare Commander (FAAWC) for and as directed by CTG 176.0.

(c) Coordinate air search and rescue activities enroute to and in the AOA.

(d) Control air operations in accordance with Annex H (Air Operations).

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 COMPHIBGRU ONE 303-67

(3) Command Information Bureau (TE 176.0.0.6). Conduct Public Affairs programs in accordance with Annex V (Public Affairs).

c. Reconnaissance and Underwater Demolition Unit (TU 176.0.1). Commencing D-3, conduct hydrographic surveys, reconnaissance and clearance of obstacles as required in the objective area in accordance with Annex F (Reconnaissance and Underwater Demolition).

d. Loading Unit (TU 176.0.2). Load the Landing Force and designated Naval elements at San Diego, off Camp Pendleton and at Del Mar in accordance with Annex U (Embarkation).

e. Movement Unit (TU 176.0.3)

(1) Conduct sortie and movement to the Amphibious Objective Area in accordance with Annex D (Movement).

(2) Dissolve on signal to form the Transport Unit (TU 176.0.4).

(3) Establish defense against air attack in accordance with Annex H (Air Operations).

f. Transport Unit (TU 176.0.4)

(1) Conduct rehearsal in accordance with Annex I (Ship-to-Shore Movement).

(2) Conduct ship-to-shore movement, waterborne and heliborne, in accordance with Annex I (Ship-to-Shore Movement).

(3) Provide logistical and naval support to the Landing Force when established ashore.

(4) Establish defense against swimmer attack in the Transport Area in accordance with Annex J (Protective Measures in the Objective Area).

(5) Install and operate a 12-section causeway on the left (north) flank of RED BEACH. Causeway to be operational by H+6 hours.

(6) Install and operate a 5000-foot AABFS on right (south) flank of RED BEACH. AABFS to be installed by H+10 hours.

(7) Install and operate underwater wire system from RED BEACH to PCS, SCS and Transport Unit Commander. Wire system to be operative ASAP after H-Hour.

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 COMPHIBGRU ONE 303-67

g. Naval Gunfire Support Unit (TU 176.0.5)

(1) Provide naval gunfire to the amphibious force in support of the amphibious assault in accordance with Annex G (Naval Gunfire Support).

(2) Employ NGF in defense of the transport area.

h. Chief Observer (TU 176.0.6). Carry out instructions contained in Appendix III (Special Instructions for Chief Observer) to Annex B (Concept of Operations).

x. Coordinating Instructions

(1) Implementation. This operation order is effective on receipt for planning and at 240001T July 1967 for operations. The task organization becomes effective for communications purposes on 240001T July 1967.

(2) Organizational Changes. Release commanders and units to other components, and activate and dissolve components in accordance with Table of Organizational Changes, Appendix I to Annex A.

(3) Rehearsal. The Amphibious Task Force will conduct a rehearsal of helicopter and surface assault waves at F-Hour (0630T), H-Hour (0730T) and L-Hour (0740T) on 1 August (R-Day) at Silver Strand Beaches GREEN 2 and WHITE 2. Landing craft and LVTs will touchdown and troops will disembark, but will not maneuver ashore. Helicopter assault waves will conduct a turnaway landing with no troops embarked. Rehearsal will be conducted in accordance with Annex I (Ship-to-Shore Movement) modified as above.

(4) D-Day. 2 August 1967, is the day of surface assault landings at GREEN and RED BEACHES and helicopter assault landings in landing zone vicinity BM 683 (MG 7296).

(5) F-Hour. (H-1) The time of landing of the diversionary unit at GREEN BEACH.

(6) H-Hour. The time of landing at RED BEACH, is tentatively set at 0730T. H-Hour will be signalled by CATF.

(7) L-Hour. The time of helicopter landing in vicinity BM 683 (MG 7296) is tentatively set at 0740T (H+10 minutes).

(8) Amphibious Objective Area. The sea portion of the Amphibious Objective Area (AOA) is defined as the seaward area within an arc of 15 NM

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Operation Order

COMPHIBGRU ONE 303-67

radius at Lat 33°18'33"N, Long 117°28'55"W. The land portion of the AOA encompasses all the territory of Margarita, Talega, Bay of Pulgas and Gulf of California. A graphic representation of the land AOA is contained in reference (a) (Intelligence Estimate) of Annex C (Intelligence). The air portion of the AOA encompasses all the air space above the land AOA plus the air space to seaward within a 50 NM arc from Oceanside VORTAC from the surface to FL 235 excluding all restricted areas.

(9) Subordinate Plans. Commanders assigned tasks in paragraph 3, above, furnish CATF with five (5) copies of any supporting plans, orders or directives based on this operation order.

(10) Search and Rescue (SAR). Will be conducted in accordance with NWP 37, current SAR directives and Annex H (Air Operations).

(11) Safety. Safety of personnel is paramount.

(12) All exercise messages shall contain the exercise title GOLDEN SLIPPER at the beginning of the text and shall be classified according to actual content.

(13) Electronic Warfare in accordance with Annex O (Electronic Warfare).

(14) Tactical cover and deception in accordance with Annex Q (Tactical Cover and Deception).

(15) Training in accordance with Annex T (Training).

(16) Destruction. Upon completion of this exercise, this operation order may be destroyed by burning without report.

#### 4. Administration and Logistics

- a. Administration in accordance with Annex K (Administration).
- b. Logistics in accordance with Annex L (Logistics).
- c. Medical in accordance with Annex M (Medical).

#### 5. Command and Signal

- a. Commander Amphibious Task Force (TG 176.0) and Commander Amphibious Group ONE embarked in USS ESTES (AGC 12), flagship.

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COMPHIBGRU ONE 303-67

b. Commander Amphibious Squadron THREE is designated Second-in-Command. Succession to command in accordance with Articles 1371 and 1372, U. S. Navy Regulations, 1948.

c. Commander Landing Force (CTG 179.0) and CG, 4th MEB embarked in USS ESTES (AGC 12) until establishment of headquarters ashore in the Margarita Objective Area.

d. Communications in accordance with NWP 16, effective JANAPS and Annex N (Communications).

6. Acknowledgement Instruction. All units designated by an asterisk in Annex Z (Distribution) acknowledge receipt of this operation order by message reference LSLT-9.

J. T. BURKE, Jr.  
Rear Admiral, U. S. NavyCommander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONEAnnexes:

- A - Task Organization
- B - Concept of Operations
- C - Intelligence
- D - Movement
- F - Reconnaissance and Underwater Demolition
- G - Naval Gunfire Support
- H - Air Operations
- I - Ship-to-Shore Movement
- J - Protective Measures in the Objective Area
- K - Administration
- L - Logistics
- M - Medical
- N - Communications
- O - Electronic Warfare
- Q - Tactical Cover and Deception (Limited Distribution)
- T - Training
- U - Embarkation
- V - Public Affairs
- Z - Distribution

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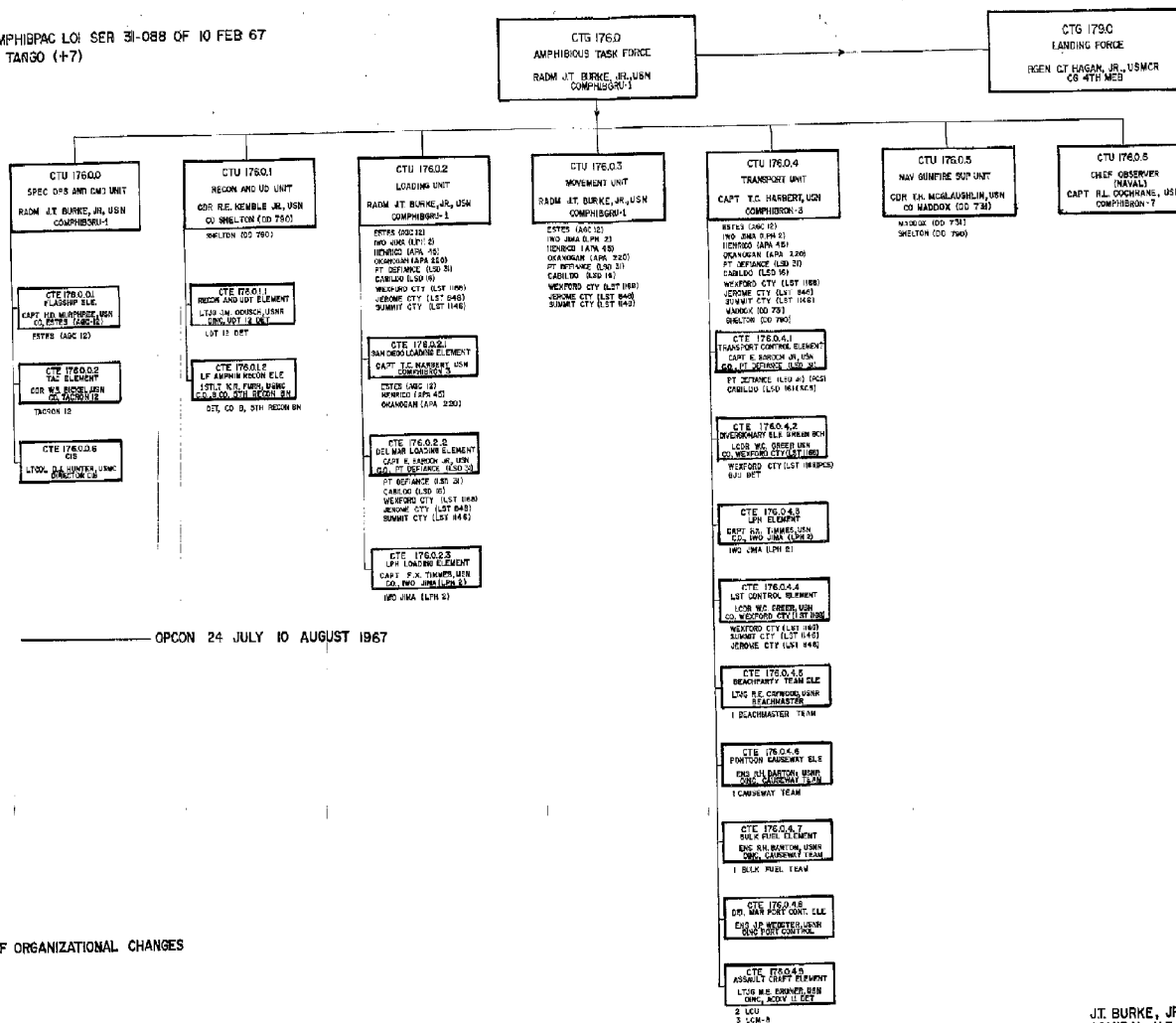
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OPERATION ORDER  
COMPHIBSRU 0N30303-67

# ANNEX A TASK ORGANIZATION

U.S. PACIFIC FLEET  
COMMANDER AMPHIBIOUS TASK FORCE, CTG 176.0  
AND COMMANDER AMPHIBIOUS GROUP ONE  
USS ESTES (AGC-12), FLAGSHIP  
SAN DIEGO, CALIFORNIA  
DTG:171600Z JULY 1967  
MSG REF: LSLT-9

REF: (A) COMPHIBPAC LOR SER 31-088 OF 10 FEB 67  
ZONE TIME: TARGO (+7)



OPCON 24 JULY 10 AUGUST 1967

APPENDIX:  
I- TABLE OF ORGANIZATIONAL CHANGES

AUTHENTICATED:  
G.J. DE MARRA  
LIEUTENANT, U.S. NAVY  
FLAG SECRETARY

J.T. BURKE, JR.  
REAR ADMIRAL, U.S. NAVY  
COMMANDER AMPHIBIOUS TASK FORCE, CTG 176.0  
AND COMMANDER AMPHIBIOUS GROUP ONE

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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9

## Appendix I to Annex A

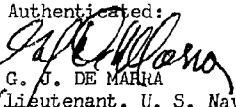
Table of Organizational Changes

SHIP/UNIT	240001	260802	300600	301800	ABT 311800	310330	ABT 011700	020402	020630	020730	020740	03-04	LEGEND
ESTES	2S		24		2,5	26	2,5	26				N	1. TG 176.0
TACRON 12	2											N	2. TU 176.0.0 Special Ops and Command Unit
COMPHIBRON 3	4S					6	5	6				N	
TWO JIMA	4S	P	S		5	6	5	6				N	
OKANOGAN	4S		S		5	6	5	6				N	3. TU 176.0.1 Recon and UDT Unit
HENRICO	4S				5	6	5	6				N	
WHETSTONE	4S				5	6	5	6				N	4. TU 176.0.2 Loading Unit
CABILDO	4L		S		5	6	5	6	HQR	HQR	HQR	N	
WEXFORD CTY	4S				5	6	5	6	F	H	L	N	5. TU 176.0.3 Movement Unit
JEROME CTY	4S				5	6	5	6				N	
SUMMIT CTY	4S				5	6	5	6				N	6. TU 176.0.4 Transport Unit
SHELTON	3S		S	P				37				N	7. TU 176.0.5 NGF Unit
MADDOX	7L							P				N	
UDT 12	2		3S	P				2				N	8. TU 176.0.6 Chief Observer
LF AMPHIB RECON	2		3S	P				*				N	
BEACH PARTY TEAM ELEMENT										X		N	9. San Diego P. Camp Pendleton D. Del Mar Boat Basin L. Long Beach

\*LF Amphibious RECON Unit will revert to CLF on D-Day at H-3

XAt H-Hour Beach Party Team Element (TE 176.0.4.5) chops to  
Landing Force. On order to backload it chops back to CATF.ALL TIMES LOCAL

N. Normal OPCON

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONEAuthenticated:  
  
G. J. DE MARIA  
Lieutenant, U. S. Navy  
Flag Secretary

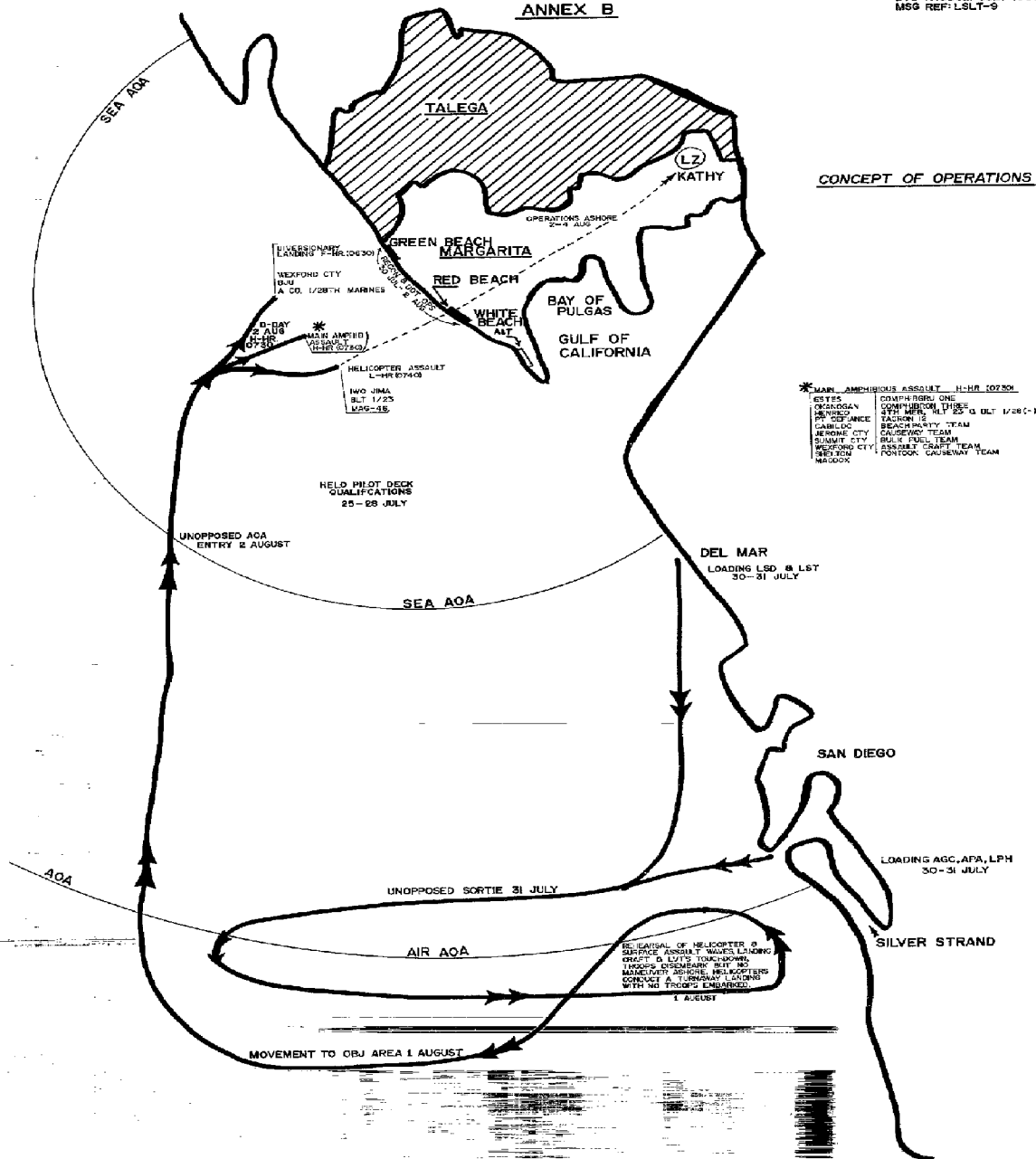
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U.S. PACIFIC FLEET  
COMMANDER AMPHIBIOUS TASK FORCE, CTG 176.0  
AND COMMANDER AMPHIBIOUS GROUP ONE  
USS ESTES (AGC 12) LSGSHIP  
SAN DIEGO, CALIFORNIA  
DTG: 171600Z JULY 1967  
MSG REF: LSLT-9

### CONCEPT OF OPERATIONS



**APPENDICES:**  
**I--SCHEDULE OF EVENTS**  
**II--LANDING FORCE SCHEME OF MANEUVER**  
**III--SPECIAL INSTRUCTIONS FOR CHIEF OBSERVER**

AUTHENTICATED:  
 G.J. DE MARNA  
 LIEUTENANT, U.S. NAVY  
 PLUG SECRETARY

J.T. BURKE, JR.  
REAR ADMIRAL, U.S. NAVY  
COMMANDER AMPHIBIOUS TASK FORCE, CTG 176.0  
AND COMMANDER AMPHIBIOUS GROUP ONE

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z/July 1967  
 Msg Ref: LSLT-9

Appendix I to Annex BSchedule of Events

EVENT NO.	TIME	EVENT	REFERENCE
24-1	0001T	COMPHIBGRU ONE OPORD 303-67 effective for operations	Basic
26-1	0800T	IWO JIMA commence helicopter pilot deck qualifications off Camp Pendleton	B
28-1	<del>0930T</del> 1400	Pre-sail conference in USS ESTES, concurrent communications officers conference in ESTES	K, N
29-1	0800T	MAG-46 HMM embarks in LPH off Camp Pendleton	B
29-2	TBA	Boat Group Commander, Wave Guide and Wave Guide Commanders Conference in HENRICO	COMPHIBRON THREE MSG
29-3	1200T	Activate Loading Unit communications	N
30-1	0600T	TU 176.0.2 commences loading at San Diego and Del Mar	U
30-2	1200T	UDT and Landing Force Recon personnel commence loading in SHELTON at San Diego	U, F
30-3	1200T	Activate Amphibious Reconnaissance communications	N
30-4	1400T	UDT and Landing Force Recon personnel complete loading and SHELTON U/W for objective area	F
<del>30-6</del> <del>30-5</del> <del>30-7</del> <del>30-6</del>	<del>1800T</del> 1701T	TU 176.0.1 activated TASK G. Reup B Broadcast on Test	A, F
	2000T	TU 176.0.1 commences insertion of TE 176.0.1.2 followed by TE 176.0.1.1 into objective area	F
<del>31-1</del>	<del>0001T</del>	<del>Activate Task Group Broadcast</del>	<del>Delete</del> N
<del>31-1</del> <del>31-2</del>	0800T	Activate Movement Unit communications	N
<del>31-2</del> <del>31-3</del>	1200T	TU 176.0.2 complete loading	

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COMPHIBGRU ONE 303-67

EVENT NO.	TIME	EVENT	REFERENCE
<del>33-3</del> <del>34-4</del>	1200T	TE 176.0.2.2 proceed to rendezvous with TU 176.0.3	D
<del>33-4</del> <del>34-5</del>	1600T	TE 176.0.2.1 sortie from San Diego	D
<del>33-5</del> <del>34-6</del>	1600T	TU 176.0.3 Movement Unit activated. Commence movement to rehearsal	D
1-1	0230T	Activate assault communications (Rehearsal)	N
1-2	0230T	PT DEFIANCE detached on signal to proceed to assigned anchorage	D, I
1-3	0300T	WEXFORD CTY detached to proceed to assigned anchorage in Green Beach Transport Area, Silver Strand	D, I, Q
1-4	0300T	IWO JIMA detached to proceed to LPH Op-Area	D, I
1-5	0330T	Movement Unit arrives at rehearsal break-up point (Pt. SPRUCE). All transports proceed to assigned anchorage	D, I
1-6	0330T	TU 176.0.4 Transport Unit activated	A, I
1-7	0430T	All Transport Unit Ships anchored	D, I
1-8	0430T (about)	On CATF signal, "Land the Landing Force"	I
1-9	ASAP after LTLF	Commence Pre-H-Hour transfers	I
1-10	0530T	TE 176.0.4.1 anchored Green Beach	I
1-11	0630T	F-Hour for R-Day Diversionary Landing	Basic, B, I, Q
1-12	0730T	H-Hour for R-Day Amphibious Assault	Basic, B, I
1-13	0740T	L-Hour for R-Day Helicopter Assault	Basic, B, I
1-14	1100T (about)	Rehearsal completed	I

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COMPHIBGRU ONE 303-67

EVENT NO.	TIME	EVENT	REFERENCE
1-15	1400T	Rehearsal Critique in ESTES on signal	K
1-16	1600T	TU 176.0.3 activate movement communications on signal	N
1-17	1700T	TU 176.0.3 U/W from rehearsal anchorage	D
1-18	2100T	Extract TE 176.0.1.2 teams from Green and Red Beaches	F
-----			
2-1	0230T	Activate assault communications	N
2-2	0300T	PT DEFIANCE detaches on signal to proceed to assigned anchorage	D, I
2-3	0300T	WEXFORD CTY detached on signal to proceed to assigned anchorage in Green Beach Transport Area	D, I, Q
2-4	0300T	IWO JIMA detached on signal to proceed to LPH Op-Area	D, I
2-5	0400T	Movement Unit arrives at AOA break-up point (Pt. EAGLE). All transports proceed to assigned anchorages	D, I,
2-6	0400T	TU 176.0.4 Transport Unit activated	A, B, I
2-7	0500T	All Transport Unit ships anchored	D
2-8	0500T (about)	On CATF signal, "Land the Landing Force"	I
2-9	ASAP after LTLF	Commence Pre-H-Hour transfers	I
2-10	0530T	TE 176.0.4.1 anchored Green Beach	I
2-11	0600T	UDT simulate demolition of obstacles on Green Beach	F
2-12	0630T	F-Hour for D-Day Diversionary Landing	Basic, B,

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Operation Order  
 COMPHIBGRU ONE 303-67

EVENT NO.	TIME	EVENT	REFERENCE
2-13	0700T	UDT simulate demolition of obstacles on Red Beach	F
2-14	0730T	H-Hour for D-Day Amphibious Assault	Basic, B, I
2-15	0740T	L-Hour for D-Day Helicopter Assault	Basic, B, I
2-16	0815T (about)	Commence installation of underwater wire system	N
2-17	0830T (about)	Commence launching and assembly of causeway	I
2-18	0830T (about)	Commence installation of AABFS	I
2-19	1200T (about)	Causeway operable	I
2-20	1200T (about)	AABFS installation completed	I
2-21	1200T (about)	Underwater wire installation completed	N
-----			
	3-4 August	Commence general unloading on CATF signal. Ships and units will CHOP to normal OPCON on signal by CATF	
-----			
	10 August	A critique of the operation will be held at the Naval Amphibious School Amphitheater, NAB, Coronado, at 1300, Thursday, 10 August 1967.	

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE

Authenticated:

  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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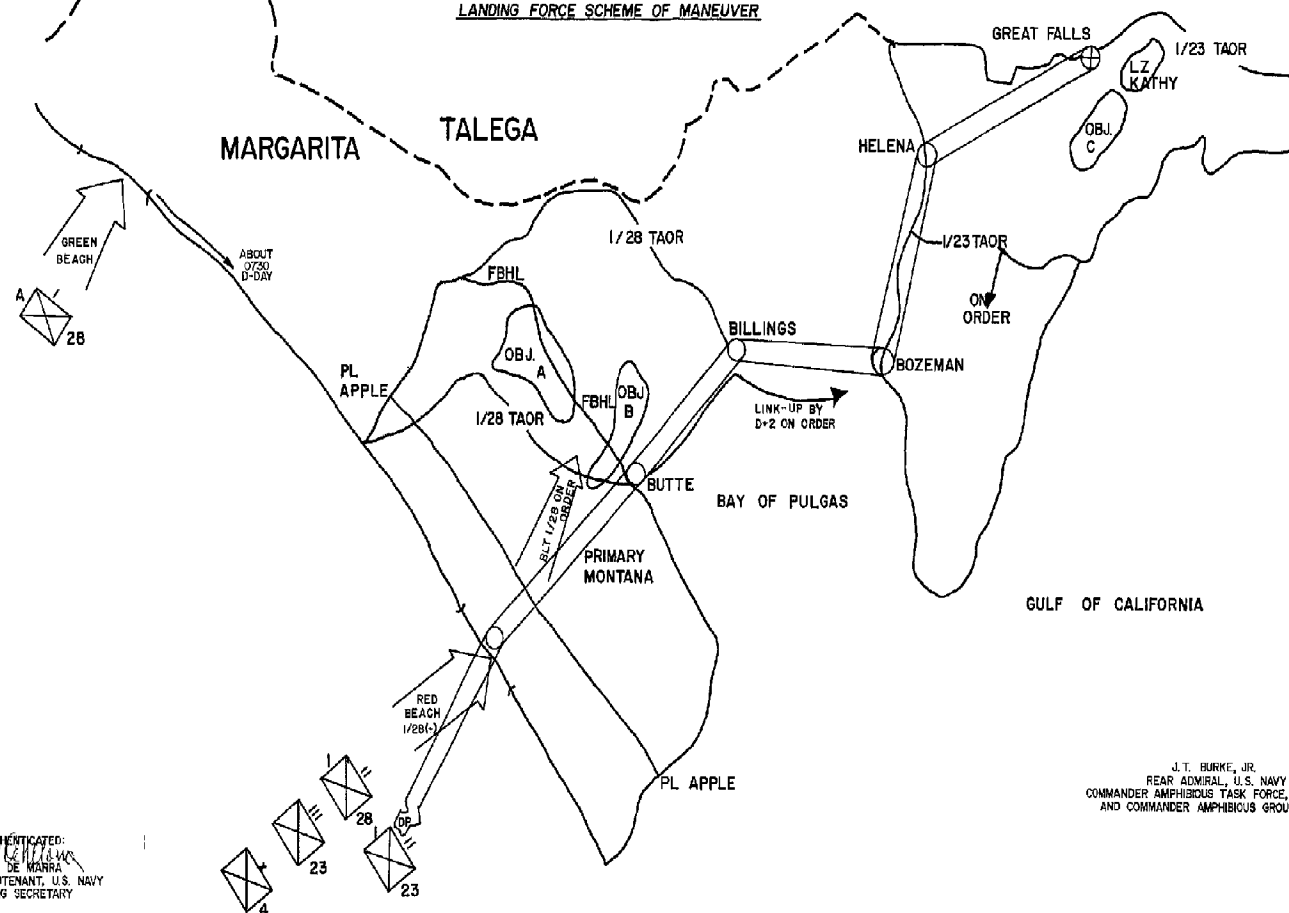
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OPERATION ORDER  
COMPHIBGRU ONE 303-67

# APPENDIX II TO ANNEX B

## LANDING FORCE SCHEME OF MANEUVER

U.S. PACIFIC FLEET  
COMMANDER AMPHIBIOUS TASK FORCE, CTG 176.0  
AND COMMANDER AMPHIBIOUS GROUP ONE  
USS ESTES (AGC 12), FLAGSHIP  
SAN DIEGO, CALIFORNIA  
DTG: 171600Z/JULY 1967  
MSG REF: LSLT-8



ATTESTED:  
S. J. DE MARRA  
LIEUTENANT, U.S. NAVY  
FLAG SECRETARY

8-II-1

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 1967  
Msg Ref: LSLT-9

Appendix III to Annex B

Special Instructions for Chief Observer

1. General. The utmost benefit from an amphibious exercise can be gained only if those exercise interactions which determine the success or failure of the mission or task assigned are thoroughly evaluated. The evaluation is best accomplished under the supervision of a senior officer designated as Chief Observer.

2. Scope

a. The primary objective of the CHOBS will be to determine and report upon those major factors subject to correction which tend to degrade the readiness of any naval unit or the force as a whole during the exercise, and, in addition, those major factors observed which tend to increase the readiness of any naval unit or the force.

b. In execution of this task, the CHOBS will develop a LOI which will contain the organization and procedures for observing and evaluating Exercise GOLDEN SLIPPER. This LOI will reflect the following:

- (1) The use of minimum number of observer personnel assigned from units other than those participating in the exercise.
- (2) Maximum feasible self-observation by participating units.
- (3) Minimum expense in TAD and support equipment.
- (4) Use of check-off sheets for use by observers and participating units.
- (5) Enhancement of readiness/training of participating units during and subsequent to the exercise by the use of the CHOBS LOI and appropriate check-lists contained therein.
- (6) Instruct observers to bring to the attention of cognizant commanders/commanding officers deficiencies as they occur in order to permit remedial action as soon as possible.

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c. A final report of the exercise will be prepared by CHOBS to be received by CTG 176.0 not later than 16 August 1967. It is not intended that this report be a lengthy, overly detailed itemization of each error made during the exercise, but that it be a brief factual report of events and occurrences which bear upon exercise objectives, together with appropriate comments and recommendations.

3. Responsibility. The evaluation of Exercise GOLDEN SLIPPER is the direct responsibility of CTU 176.0.6 (COMPHIBRON SEVEN). CTU 176.0.6 will task exercise units on a not-to-interfere basis with specific requirements (reports, observers, etc.) pertaining to exercise evaluation, keeping CTG 176.0 informed.

4. Evaluation Areas

a. The naval aspects of all evolutions of Exercise GOLDEN SLIPPER will be observed and evaluated by CTU 176.0.6 or his designated representatives. Each operation will be observed and evaluated, but grades will not be assigned any unit or operation.

b. CG, FOURTH MARDIV has been designated Troop Exercise Coordinator (TEC) and will observe and evaluate Landing Force operations. CTU 176.0.6 will maintain close liaison with the TEC to avoid needless duplication and to provide mutual assistance, wherever possible, in observation and evaluation.

c. Specific, but not limited, areas to be observed and evaluated by the Chief Observer are:

- (1) Embarkation.
- (2) Ship-to-Shore Movement (including helicopter operations).
- (3) Naval Beach Group Operations.
- (4) Intelligence/UDT Operations.
- (5) Air Operations/TACC.
- (6) Supporting Arms.
- (7) Defense against sneak attack/unconventional warfare.
- (8) Electronic Warfare.
- (9) Communications.

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d. Any naval developments which may contribute to an increase in fleet readiness, or an increase in the tactical capability of fleet units, are worthy of observation, evaluation and appropriate reporting.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMMANDER AMPHIBIOUS GROUP ONE  
FLEET POST OFFICE  
SAN FRANCISCO 96601

29 June 1967

Errata to CTF 176.0 Intelligence Estimate 121600T May 67 (Golden Slipper):

Paragraph "1." is an introductory notation and should be unnumbered; delete "1." Also, delete the number "(1)" in the second line.

Paragraph "2. Mission" should be changed to read "1. Mission."

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9

Zone Time: Tango (+7)

Annex CIntelligence

- Ref: (a) NWIP 41-4  
 (b) PHIBPAC Standard OPCODE 203-66  
 (c) PHIBGRU ONE Intelligence Estimate 121600T May 67  
 (d) 4th MEB Intelligence SOP  
 (e) 4th MEB OPCODE 2-67  
 (f) Map, HO misc 15-010-50-1 Camp Pendleton, 1:50,000 (OFFICIAL)

Part I - Intelligence Summary1. Summary of Enemy Situation

a. General. Since the country of Margarita achieved political independence in 1966, Talega, a neighboring country, has committed many acts of aggression to gain control of Margarita. To seize Margarita's outlet to the sea and agricultural assets, land-locked and food-deficient Talega has employed terrorism and subversion. Recently, Talega successfully used its army to drive the legal government of Margarita into exile. In response to a unilateral agreement with Margarita, the United States will send an Amphibious Task Force to restore order and return control of Margarita to its legally constituted government.

b. Armed Forces. There are no known changes to Talegan Armed Forces since CATF Intelligence Estimate was issued. See page 15, reference (c); and Appendix II.

c. Enemy Capabilities. Same as listed beginning on page 17 of reference (c).

2. General Characteristics of the Area of Operation

a. Weather and Climate. As described on page 1 of reference (c).

b. Hydrography. Begins on page 12 of reference (c).

c. Terrain. A terrain study begins on page 2, reference (c).

d. Landing Beaches. Data current to 2 May 1967 is contained in Annex B of reference (c). Updated information will be issued as Appendix VII to this Annex.

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- e. Ports. Not applicable to exercise "Golden Slipper."
- f. Sociology, Economics, and Politics. Begins on page 14 of reference (c) under the heading, "Existing Situation." No changes are known to have occurred.
- g. Medical. See Annex M - Medical - to COMPHIBGRU ONE OORDER 303-67.

Part II - Intelligence Collections1. Essential Elements of Information (EEI)

a. General. The EEI listed below are those essential to the successful accomplishment of the CATF's mission. These EEI represent the major gaps in the intelligence available to support this operation. They are the basis for the collection plan. Indications which may provide answers to these EEI are listed with each EEI.

b. Specific

(1) What will be the characteristics of the landing beaches and their exits on D-Day?

- (a) Beach Survey reports
- (b) Landing Force reconnaissance reports
- (c) Aerial reconnaissance (photographic and visual)

(2) What will be the condition of the surf at H-Hour on the landing beaches?

- (a) SUROBS
- (b) weather forecasts and reporting
- (c) surf forecasts

(3) What will be the weather conditions enroute to and in the rehearsal and Amphibious Objective Areas?

- (a) weather reports and forecasts

(4) How will the enemy defend against the landing and subsequent Landing Force operations?

- (a) enemy propaganda
- (b) disposition of regular and irregular forces

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- (c) nature of beach defenses
- (d) location and type of field fortifications
- (e) disposition of enemy artillery
- (f) direction and number of troops in enemy movements reacting to the landing
- (g) enemy logistical movements
- (h) enemy activity
- (i) enemy use of deception and camouflage
- (j) POW interrogations
- (k) reports of enemy activity received from the civilian populace

(5) Will the enemy reinforce his forces in Pulgas Province? To what extent and from where?

- (a) enemy propaganda
- (b) enemy troop and supply movements
- (c) "mobilization" of the TFM as a part of the regular Talegan forces
- (d) movement of the TFM from Kalindia and Onofre Provinces
- (e) the apparent requirements of the enemy defensive strategy

(6) What is the role of the Talegan Air Force in the enemy strategy?

- (a) enemy propaganda
- (b) the tactics and weapons of enemy air
- (c) enemy air activity prior to and during the landing
- (d) interrogation of downed enemy pilots

(7) What is the role of the TFM in the enemy strategy?

- (a) enemy propaganda
- (b) "mobilization" and movement of the TFM
- (c) POW interrogation

(8) What is the attitude of the civilian populace in Talega and Margarita? What political factors, cultural characteristics, and recent events provide a basis for psychological warfare?

- (a) Talegan propaganda
- (b) public and private statements and attitudes of the Margarita government in exile
- (c) cultural tradition of Talega and Margarita
- (d) reports of abrasive incidents between Talegan forces and the Margaritan populace

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- (e) description of contacts with the civilian populace
- (f) civilian responses to initial broadcasts and leaflet drops

(9) What is the identity, operational status, and location of the Talegan SAM Battalion? What radars are associated with this Battalion?

- (a) enemy propaganda
- (b) identification of radars associated with this battalion
- (c) ELINT reports
- (d) aerial reconnaissance (photo & visual)

2. Intelligence Collection Plan

a. General. The capabilities of the various commands which make up the Amphibious Task Force are important intelligence collection assets. In some cases, an amphibious unit may be the only source for vital information. All commands and units of this force are required to collect and report current information within their capabilities to support the following:

- (1) the up-dating of existing intelligence materials,
- (2) planning for the amphibious assault and subsequent operations,
- (3) the security of the task force,
- (4) the training of intelligence personnel.

b. Specific. This plan is based upon the recognized gaps in the intelligence available to support this operation. Various commands are tasked herein to report the positive or negative aspects of specific indications. The numbers listed after each command refer to the indications listed above. While no priorities are established, information affecting the security of friendly forces is most important. Where applicable, reporting periods and formats are specified in appropriate sections of this and other Annexes. COVERT INTELLIGENCE COLLECTION WILL NOT BE ENGAGED IN WITHOUT PRIOR SPECIFIC APPROVAL OF CATF. Covert collection is defined as collection requiring the use of disguises or cover; the loss of which would jeopardize this operation, or the international or domestic position of the United States government. Subordinate commanders are encouraged to make specific plans to perform the collection tasks set forth below. Additional information and guidance may be requested from the CATF.

- (1) Higher command (TEC) 4(a), 5(a), 6(a), 7(a), 8 (a), 9(a); 4(b), 5(c), 7(b), 8(b), 8(c), 8(d), 9(b), 9(c).

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(2) Fleet Weather Facility San Diego 2(b) (forecasts only),  
2(c), 3(a) (forecasts only)

(3) CTU 176.0.1 3(a) (reporting only), 4(c), 4(e), 4(i), 4(j),  
6(b), 6(c), 6(d)

(4) Recon and UDT, CTU 176.0.1.1 1(a), 2(a), 4(c), 4(i)

(5) Force Reconnaissance, CTU 176.0.1.2 1(b), 4(c), 4(d), 4(e),  
4(f), 4(g), 4(h), 4(i), 4(j) (only if prisoners are taken, special effort  
to take prisoners not desired), 4(k) (special effort to contact civilians  
not desired), 5(b), 5(d), 6(c), 7(b), 7(c) (same note as for 4(j)), 8(e)  
(same note as for 4(k))

(6) Friendly Air Forces engaged in visual reconnaissance 1(c),  
2(a) (if appropriate time frame), 3(a) (reports only), 4(b), 4(c), 4(d),  
4(e), 4(f), 4(g), 4(h), 4(i), 5(b), 6(b), 6(c), 9(d)

(7) Friendly Air Forces engaged in Photographic reconnaissance  
4(c), 4(b), 4(c), 4(d), 4(f), 4(g), 4(h), 4(i), 5(b), 5(d), 6(b), 6(c),  
9(d)

(8) Friendly Air Forces engaged in air defenses, CAS, etc. 3(a)  
(reports only), 4(c) (particularly if AAA is discovered), 4(d) (same as  
4(c)), 4(e) (same as 4(c)), 5(b), 6(b), 6(c), 9(d)

(9) CLF 4(b), 4(c), 4(d), 4(e), 4(f), 4(g), 4(h), 4(i), 4(j),  
4(k), 5(b), 5(c), 5(d), 5(e) (comparison best estimation of enemy  
intentions against his capabilities with and without reinforcement),  
6(b), 6(d), 7(b), 7(c), 8(d), 8(e), 8(f)

3. Reconnaissance. Objective Area described in reference (c).

a. Photo Reconnaissance

(1) Aerial Photography (ACTUAL)

(a) Photographic Reconnaissance Vertical.

(b) Reference Chart H.O. misc 15,010-50-1.

(c) Areas to include:

1. Green, White, Red Beaches (1000 yards long and  
1000 yards wide.)

2. Helo Landing Zones; Kathy (722961), Lola (5991)  
and Margie (677938).

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- (d) To be used for operation planning.
- (e) Scale 1:2,500/Stereo Pairs with 60% overlap.
- (f) Days for photography: 24 July, 28 July, 31 July, and 1 August.
- (g) Time for photography: 0900-1000 daily (so as to show shadows).
- (h) Number of copies required: 3 for each mission.
- (i) Delivery of prints:

1. One copy of each mission to CATF aboard USS ESTES at San Diego thru 28 July and one copy to CATF of each mission aboard USS ESTES while at sea (delivery via helo) 31 July and 1 August.

2. Two copies of each mission to G-2 4th MEB at Camp Pendleton thru 28 July and two copies of each mission to G-2 4th MEB aboard USS ESTES while at sea (delivery via helo) 31 July and 1 August.

b. Beach Reconnaissance. See Annex F - Reconnaissance and Underwater Demolition - to COMPHIBGRU ONE OPORDER 303-67.

c. Visual Aerial Reconnaissance

(1) (Actual) 2 August 1967, 0600-0730 -- Look for enemy troop movement and/or obstacles in or near HLZ Kathy, look for enemy troop movement down Pulgas Canyon toward Red Beach.

(2) (Constructive) 2 August 1967, 0600-0900 -- Look for enemy troop movement along Camino Del Basilone to Green Beach. 1 August 1967, 1300-1500 -- Look for enemy troop movement down Pulgas Canyon to Red Beach.

Part III - Supplemental Instructions

1. Captured Personnel, Material and Documents. Prisoners of War will be handled in accordance with the Articles of the Geneva Convention.

a. Naval Forces. Further processing will be in compliance with ONI 71-1. During "Golden Slipper," naval forces action relative to POW's will be constructive only.

b. Landing Forces. In accordance with reference (d).

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2. Graphic Intelligence Aidsa. Standard Map Designations

(1) The official chart for exercise "Golden Slipper" is H.O. Misc 15-010-50-1, scale 1:50,000.

(2) Refer to Appendix I, Area Orientation, Maps and Charts, for complete listing of reference maps and charts.

(3) All participating units are required to hold Combat Chart H.O. Misc 15-010-50-1, scale 1:50,000.

(4) The above listed charts may be acquired from the Air Navigation Office (ANO), North Island by:

(a) Using over the counter service facilities.

(b) Automatic distribution upon submission of Form DD 1149 to: Air Navigation Office, North Island, NAS, San Diego, California 92135.

b. Grid Systems

(1) UTM or latitude and longitude grid coordinates will be used as appropriate.

(2) Geographic reference coordinates will not be used.

c. Terrain Models. AMS Series V502 sheet NI-11-8 will be available for use on flagship.

d. Photography

(1) CATF and CLF will have for use on board the flagship, photography of coastal and inland areas of the operation.

(2) Photographic requests may be submitted to COMPHIBGRU ONE in accordance with reference (a).

3. Counterintelligence

a. General. The Talegan Intelligence Services are expected to make a determined effort to acquire information on our forces and intentions. All Commanding Officers are required to take such measures as necessary to neutralize the enemy's efforts at espionage, subversion, and sabotage.

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Classified material will be handled in accordance with OPNAVINST 55101.C, "Security Manual for Classified Information" and other pertinent directives. Security matters requiring the assistance of shore-based counterintelligence agencies (NISO, FBI, Police, etc.) will be handled directly with these agencies if exercise information is not involved. CATF will be kept informed. Security matters involving exercise information will be reported to CATF for disposition. Attempts to deceive the enemy will not be undertaken without approval of CATF.

b. Specific Measures. The following specific counterintelligence measures apply to this operation:

- (1) Communications security will be in accordance with Annex N.
- (2) Prior to D-Day, all personnel will be instructed in the following:
  - (a) The danger of "loose" talk, gossip, idle speculation, "scuttle butt" and disclosures made through personal correspondence.
  - (b) That personal diaries and notes of this operation will not be kept.
  - (c) That all contact with known or suspected enemy agents will be reported to their Commanding Officers.
- (3) Beach party personnel will use Landing Force signs and countersigns when necessary to maintain the security of the beachhead as required by the Landing Force. Effective signs and counter-signs should be obtained by early liaison with appropriate Landing Force elements.
- (4) Particular attention shall be devoted to physical security measures applied to sensitive and critical areas. Maximum security effort must be exerted to prevent enemy sabotage of command posts and logistic support areas.
- (5) All personnel apprehended in a questionable situation indicating their possible involvement in an intentional breach of security or attempted espionage, subversion or sabotage will be held under guard and a report of available information sent to the CATF. CATF may want the alleged offender transferred to the flagship for interrogation. Pending instructions from the CATF and the availability of transportation, precautions should be taken to secure the presence of the alleged offender and protect the security of the Task Force.

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(6) All visitors including the press will be controlled to prevent their access to classified information and equipment and to deny potential saboteurs an opportunity to reach vulnerable areas.

(7) It is not anticipated that censorship will be established.

4. Interpreters and Translators

a. Naval Forces. Constructive interpretation and translation through CPG #1 Intelligence Division on the flagship if required.

b. Landing Forces. In accordance with reference (e).

5. Weather Service. See Appendix XII to this Annex.

6. Target Information

a. Targeting will be accomplished in accordance with NWIP 22-2.

b. Assignment of serial numbers will be in numerical order as to acquisition.

c. Target List. See Appendix XIII.

d. Additional target information will be issued in the form of Target Bulletins (TARBULS) by the command in custody of the Target List.

7. Evasion and Escape. Units with personnel whose duty will expose them to becoming stranded behind enemy lines will provide own instruction from approved publications.

8. Reports

a. General. (Although there are no enemy naval forces in exercise "Golden Slipper" it is presently contemplated that COMPHIBGRU ONE will add some naval activity for the training benefit that can be gained by participating U.S. Naval forces.) All subordinate commanders will report exercise contacts with enemy ground, naval, and air forces in accordance with existing doctrine and appropriate directives. Exercise contacts will NOT be reported outside the Amphibious Task Force. Submarine contact reports will NOT be made in accordance with COMASWFORPACINST 03360.2C. All unidentified submarine contacts, regardless of classification, will be reported to the OTC over tactical circuits. The OTC will disseminate this information as appropriate. Reports will be in a narrative format or the specified format described below. Additional information on reports can be found in Annex K.

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b. Security and counterintelligence reports will be made by message in narrative format providing full identification of any persons involved.

c. Weather reports will be made in accordance with Appendix XII.

d. Surf observation reports (SUROBS) will be made in accordance with Appendix XII. Appendix XII contains a new format which will be evaluated during the exercise.

e. Beach Survey reports will be made by UDT in accordance with COMPHIBPACINST 3820.8 (series) (Administrative Beach Surveys), or COMPHIBPACINST 03160.4 (series) ("Thrust Line" Method). (See Annex F) All administrative beach surveys will be reported as enclosures to the post-exercise report in the complete form specified in COMPHIBPACINST 3820.8 (Series) in order that this information can be made a permanent addition to EASTPAC Beach Intelligence files.

f. All LST beachings made during Exercise Golden Slipper will be reported to CATF in accordance with the format in COMPHIBPACINST 3820.8 (series) with information copy to COMPHIBPAC. ~~CATF is Requested~~  
*to include CATF Delele Su*

g. CATF will issue periodic INTSUMS as appropriate. CATF and CLF will issue joint INTSUMS when the Landing Force staff is embarked. CATF may combine INTSUM information into a SITREP including both intelligence and operational information.

*CLF*  
 h. ~~CATF~~ is requested to include CATF as an information addressee on intelligence reports.

i. All commanders required by Annex KILO to submit post-exercise reports will include an intelligence evaluation in their reports. This evaluation will include, (1) the adequacy of the intelligence provided during the exercise, (2) the adequacy of the intelligence reporting procedures and the timeliness of intelligence dissemination, and (3) any recommendations for improving intelligence techniques and procedures. Possible subjects for consideration would be enemy deception operations, penetration of security, and timeliness of warnings and/or identification of enemy units and attacks. The post exercise report will also include any information collected

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on the characteristics of the objective area which would be of value for future exercises and operations.

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

APPENDIXES

- I - Maps and Charts
- II - Enemy Ground Forces
- III - Enemy Naval Forces (Omitted)
- IV - Enemy Air Forces (Omitted)
- V - Meteorology and Climatology (See page 1, reference (c))
- VI - Oceanography and Hydrography (See page 12, reference (c))
- VII - Beach Intelligence
- VIII - Helicopter Landing Zones
- IX - Photo Mission Plan (Omitted)
- X - Visual Aerial Reconnaissance Plan (Omitted)
- XI - Reconnaissance Requests Format (Omitted)
- XII - Weather Service Plan
- TAB C Limited Distribution
- XIII - Target List
- XIV - Reports of Interpreters and Translators (Omitted)
- XV - Airfield Facilities
- XVI - Rules of Engagements (Omitted)

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet  
Modified Handling Authorized Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
Operation Order USS ESTES (AGC 12) Flagship  
COMPHIBGRU ONE 303-67 San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9


APPENDIX I TO ANNEX C

AREA ORIENTATION, MAPS AND CHARTS

<u>TYPE</u>	<u>SERIES</u>	<u>NUMBER</u>	<u>SHEET</u>	<u>SCALE</u>	<u>NAME</u>
1. Orientation	AMS	1204	19	1:500,000	World Outline
2. Relief	AMS	V502	NI-11-8	1:250,000	Santa Ana
3. Orientation	AMS	V795	2450-I, 2550-I-III-IV	1:50,000	
4. Combat	HO MISC	15,010-50 1		1:50,000	
5. Combat	HO MISC	15,010-25 1,2,3,&4		1:25,000	
6. Hydrographic	HO	L1		1:20,000	San Diego Anchorage
7. Hydrographic	HO	AP		1:15,000	Pyramid Cove
8. Hydrographic	HO	5195-OA			San Clemente Isl. Submarine & off- shore operating areas
9. Hydrographic	HO	15461-OA		1:234,270	Fleet Operating Areas
10. Hydrographic	CS	5060		1:100,000	Approaches to San Diego Bay
11. Hydrographic	CS	5111		1:40,000	San Clemente
12. Air	Sectional			1:500,000	San Diego
13. Air	WAC/ONG	G-18		1:250,000	

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

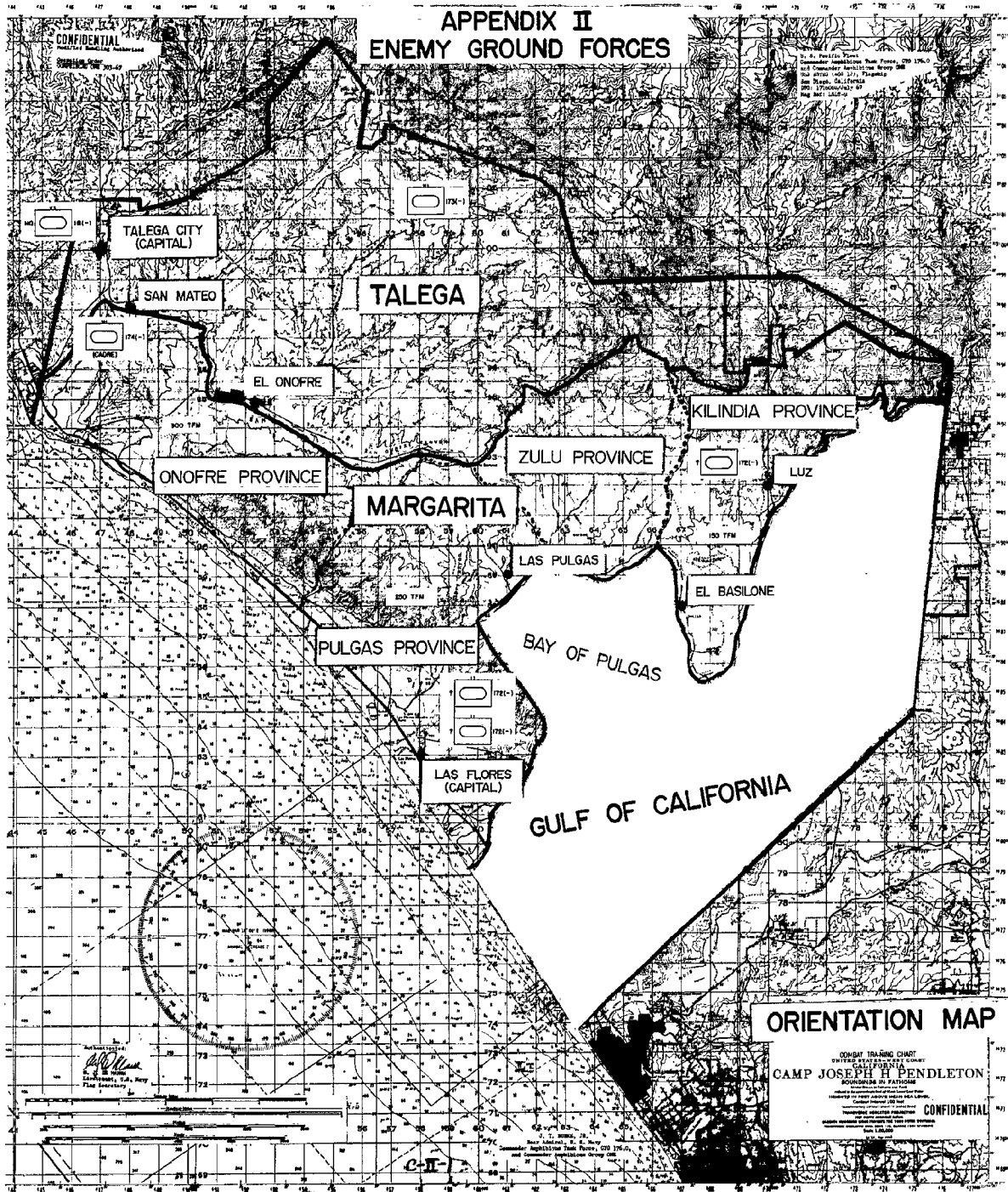
  
G. J. DE MARRA  
Lieutenant, U.S. Navy  
Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600/July 67

Msg Ref: LSLT-9

APPENDIX VII TO ANNEX CBEACH INTELLIGENCECOAST OF MARGARITA

33-15N/117-30W

1. This Appendix provides the latest detailed information as of 22 May 1967 on the three Margarita beaches. There are no surveyed beaches in the Bay of Pulgas (constructive) or Gulf of California (constructive).
2. Beach profiles of Green and Red Beaches will be checked on D-2.
3. Tab D is included as additional information.

J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONETABS

A - Green Beach

B - Red Beach

C - White Beach

D.- Tide Curve Coast of Margarita

Authenticated:

  
G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

TAB A TO APPENDIX VII TO ANNEX CGREEN BEACH, SAN ONOFRE, MARGARITA

Ref: (a) H.O. MISC 15,010-50-1

(b) Golden Slipper Intelligence Estimate

1. Introduction. Green Beach is a concave, 850 yard, sand and rock beach one and one-fourth miles southeast of San Mateo Point, Onofre Province, Margarita. The EM Club building referenced on the chart is the largest building near the beach. Left Flank is marked by a hut approximately ten feet on each edge. Left of this hut is an asphalt road which turns inland to pass under a wooden railroad trestle 100 yards from the beach. One hundred yards inboard of the right flank, the steep, rutted 80 foot San Onofre Bluff provides a right flank locator. Both flanks of the beach are covered with rocks and small boulders.

BEACH FLANKS

Left

Right

UTM COORDINATES

MGL65934

MGL71929

2. Offshore. The offshore area drops evenly to the five (5) fathom curve. The bottom is sandy with no observed navigational hazards. Adequate anchorages exist off this beach for shipping of at least one regiment.

3. Nearshore. The nearshore area bottom is composed of rocks and medium grained sand.

a. Hydrographic data

<u>AVG DIST (YDS)</u>	<u>AVE GRADIENT</u>	<u>BOTTOM ZONE</u>
80	1:40	MLLW - 1 fm
75	1:38	1 fm - 2 fm
82	1:41	2 fm - 3 fm
--	1:40	MLLW - 3 fm

4. Foreshore. The foreshore is 50 yards average width. It is composed of medium grained sand, smooth rocks, and small boulders, affording good trafficability for all tracked vehicles. The average gradient is 1:25. There were, at last report, small mounds of surf tossed rocks on both flanks.

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5. Backshore. The backshore begins with a one to four foot berm. It extends inland to the railroad 100 to 300 yards from the HWL and is composed of sand and iceplant. The area is a recreational facility with numerous playground equipment, fireplaces, and small beach huts. The road, which parallels the beach, affords easy exit from the backshore at numerous points. A tank trap (crest and ditch type) extends from right flank 175 yards toward beach center and is parallel to the HWL. Crest height is 3 to 5 feet, the ditch 3 feet deep.

6. Hinterland. The major feature of this area is the asphalt road from left flank which passes under the rail line. Vertical clearance is 14 feet. This road continues inland 1500 yards under the highway system with no obstacles.

7. Evaluation. This beach is evaluated as good for tracked vehicles. No landing craft should be beached here due to the unpredictable rocky bottom conditions. Due to changes in beach structure and better locating procedures the left and right flank coordinates given in paragraph 1. above are to be used vice coordinates of reference (b).

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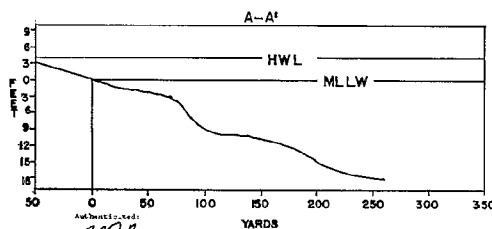
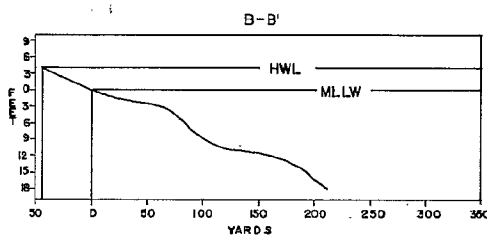
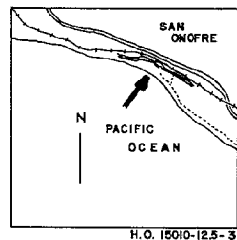
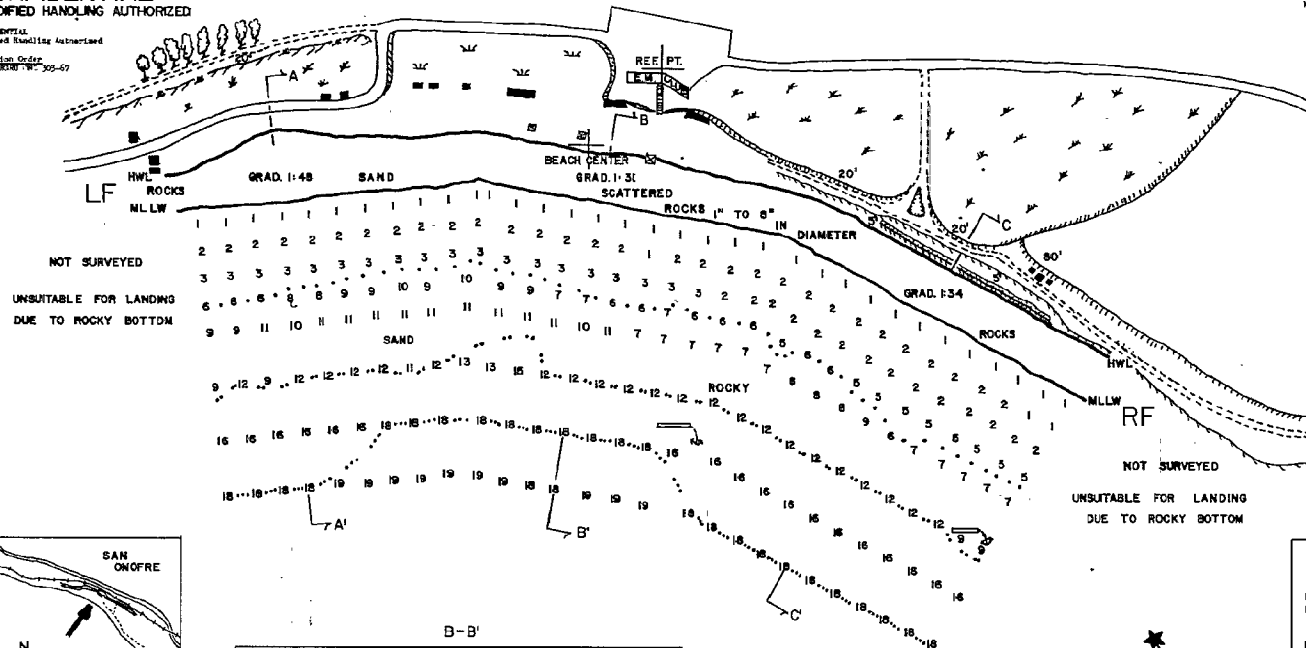
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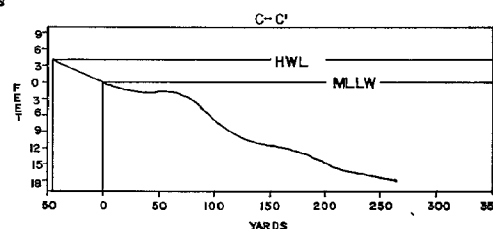
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Operation Order  
750-21800 (Rev. 3-5-57)

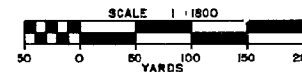
U. S. Pacific Fleet  
Commander Amphibious Task Force, CVT 176,  
and Commander Amphibious Group ONE  
SAN DIEGO (400 13), Flagship  
San Diego, California  
YPO 371606/1000 67  
Mag Ref: LAMP-9



Authenticity:  
*[Signature]*  
C. J. DE KROM  
Lieutenant, U.S. Navy  
Flag Secretary



C-VII-A-3



J. T. KIRKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CVT 176, and  
Commander Amphibious Group ONE

### GREEN BEACH TAB A

REF CHART: H.O. 15010-12.5-3  
REF PT. E. M. GLUS  
LAT. 33° 22' 47" N  
LONG. 117° 34' 18" W  
FLANK COORD: LF 48934  
RF 471929  
SURVEY BY UDT-12  
DATE 22 MAY 1967  
CORRECTED TO M.L.W.  
ACCURACY FAIR  
DRAWN BY PHELPS, EN2  
CHECKED BY LING, OUSCH  
SYMBOLS: ■ LIFE GUARD TOWER  
— ANCHORED LOG

VAR. 14° 14' E  
(1967)

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Operation Order

USS ESTES (AGC 12), Flagship

COMPHIBGRU ONE 303-67

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

TAB B TO APPENDIX VII TO ANNEX CRED BEACH, LAS PULGAS, MARGARITA

Ref: HO misc 15,010-50-1

1. Introduction. RED Beach is an 1050 yard useable surveyed section of the straight sand and rock beach which begins at the San Onofre Bluffs and extends to the mouth of the Gulf of California (constructive). Prominent bluffs serve as locators for either flank with the area immediately behind the beach being relatively low. Further, the right flank is approximately 400 yards southeast of the Las Flores Creek mouth.

BEACH FLANKSUTM COORDINATES

Left

MG565838

Right

MG570831

2. Offshore. The sandy bottom slopes evenly to the five (5) fathom curve with no observed or charted navigational hazards. The offshore area provides a fine open sea anchorage with good holding ground.

3. Nearshore. The nearshore area is composed of medium grained sand. Single and multiple bar systems are frequent in the nearshore zone. Pre-D-Day profile checks will be disseminated to update the chart of this beach. At last survey the hydrographic conditions were:

<u>Average Distance (yds)</u>	<u>Average Gradient</u>	<u>Bottom Zone</u>
130	1:65	MLLW - 1fm
101	1:51	1fm - 2fm
108	1:54	2fm - 3fm
-	1:57	MLLW - 3fm

4. Foreshore. The foreshore averages 100 yards in width and is composed of medium grained sand. The average gradient is 1:65. Foot trafficability is good. Past operational experience indicates that all tracked and wheeled vehicles can traverse the foreshore. There are four (4) major exits from the foreshore, one at either flank and two (2) near beach center. The use of beach matting is advisable for transition from the foreshore to backshore. There were no beach obstacles as of this survey.

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5. Backshore. The backshore is relatively low and flat as indicated on the reference chart. A low dune line (5ft) inland of the HWL on the right flank. Right of beach center, a small pond merges with a marshy area generally requiring wheeled vehicles to head left or right on crossing the berm. By August, the pond and marsh will most likely be dry. Fifty (50) yards inland of the HWL a dirt road runs from beach center to the left flank. With the possible exception of the pond-marsh area the backshore is composed of sand covered with scrub-brush and is tractable to wheeled and tracked vehicles.

6. Hinterland. Entrance to the hinterland is through a culvert which passes under the highway system and a single standard gauge rail-line. The terrain is flat gradually changing to rolling hills 3000 yards inland. A building group is located 1500 yards inland from the right flank.

7. Evaluation. This beach is suitable for all landing craft. Unpredictable bar systems will cause difficulty in proper beaching. Causeways will be required for offloading LST's. Matting should be used at foreshore to backshore exits. Helicopter landing areas are unlimited in the backshore and hinterland. The hydrographic data of the chart is only fair due to surf condition during the survey.

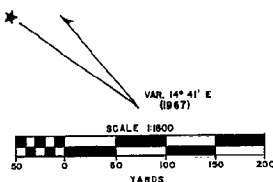
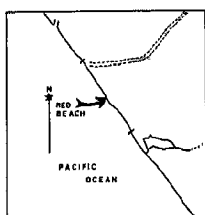
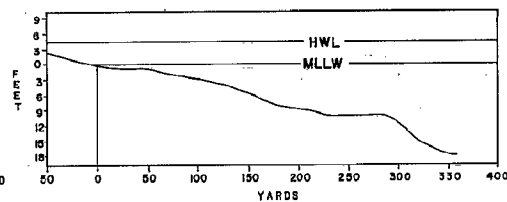
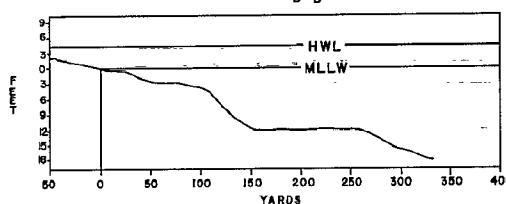
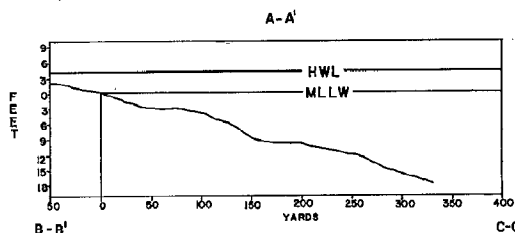
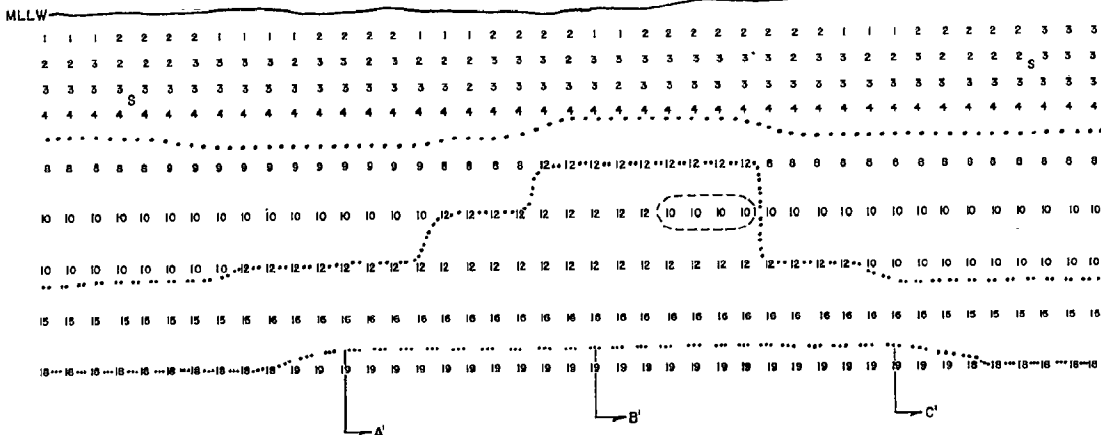
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U. S. Pacific Fleet  
Commander Amphibious Task Force, 770 176.0  
and Commander Amphibious Group ONE  
000 ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171500Z/July 67  
Msg Ref: LST-9



RED BEACH  
TAB B  
(MARGARITA)

REF. CHART: HO MISC. 15,010-25-4  
REF. PT: BLUFF ON LF  
LAT. 33°17'42" N.  
LONG. 117°28'04" W.  
SURVEY BY: UDT 12  
DATE OF SURVEY: 22 MAY 1967  
SOUNDINGS IN FEET  
CORRECTED TO MLLW  
EVALUATION OF RECON: FAIR  
DRAWN BY: MUEHNLEBACH, QMC  
CHECKED BY: LTJG ODUSCH, U.S.

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Authenticated:  
G. J. McMAHA  
Lieutenant, U.S. Navy  
Flag Secretary

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

TAB C TO APPENDIX VII TO ANNEX CWHITE BEACH, ALISO CANYON, MARGARITA

Ref: (a) HO misc 15,010-50-1

1. Introduction. WHITE beach is a straight sand beach 750 yards long. The left flank is marked by a 40 ft. bluff. The right flank is approximately 850 yards northwest of the mouth of the Gulf of California (constructive).

Beach FlanksLeft  
RightUTM CoordinatesMG587807  
MG591802

2. Offshore. No observed or charted navigational hazards exist on this sand bottom which slopes evenly to five (5) fathoms. Adequate offshore anchorages exist with good holding ground.

3. Nearshore. The nearshore bottom is composed of medium grained sand. Single and multiple bar systems are prevalent in the nearshore zone. At the last survey the hydrographic conditions were:

<u>Average Distance (yds)</u>	<u>Average Gradient</u>	<u>Bottom Zone</u>
135	1:68	MLLW - 1fm
80	1:40	1fm - 2fm
125	1:63	2fm - 3fm
-	1:57	MLLW - 3fm

4. Foreshore. The foreshore averages 90 yards in width with a gradient of 1:52. It is composed of medium grained sand and will support all vehicles. Exit from the foreshore is feasible across the berm from beach center to left flank with dirt roads exiting at that flank and at center. A high bluff prevents exit from the area beach center to right flank.

5. Backshore. Terrain in this area is described by sand dunes, a pond 200 yards inboard of the left flank and 40 yards inland of the HWL, and two tank traps located by the roads from the foreshore. Pillboxes are scattered throughout the area. Trafficability is fair for wheeled vehicles and good for tracked vehicles.

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6. Hinterland. Exits to the hinterland are made through a two lane underpass which leads under both the highway system and the rail-line. Both roads in the backshore lead to this underpass. The area is hilly and becomes rugged as the traffic route is channeled into Aliso Canyon.

7. Evaluation. The beach is satisfactory for all landing craft. LST's would require a causeway system to offload. Several flat landing areas exist in the backshore for helicopters. The unpredictability of the bar system would present an obstacle to long range planning for boat wave size. The hydrographic data of the chart is fair due to the surf condition during the survey.

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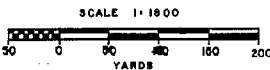
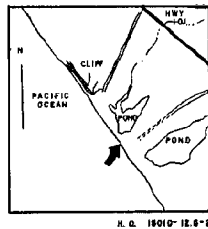
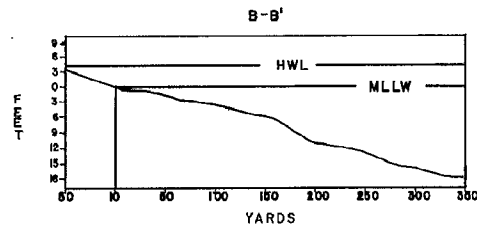
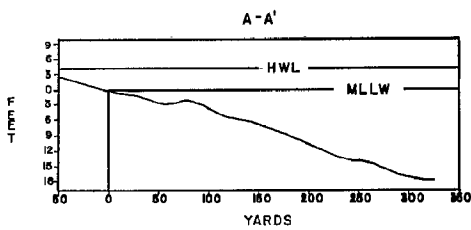
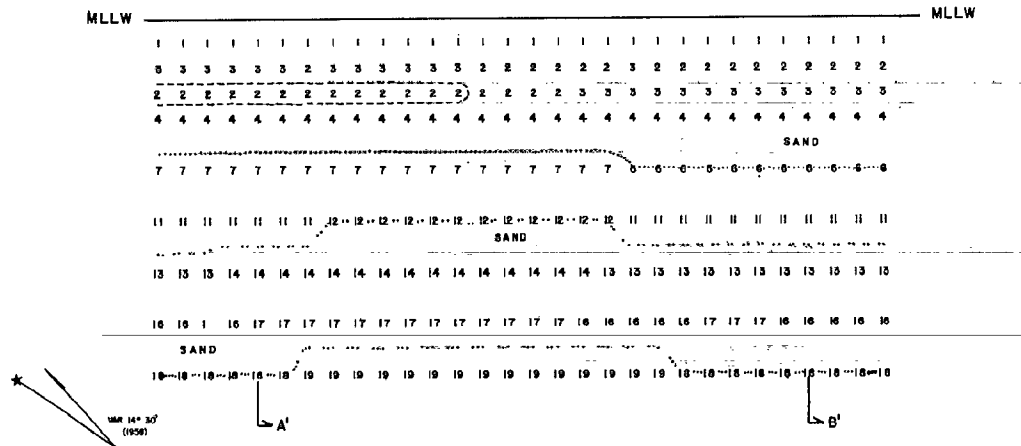
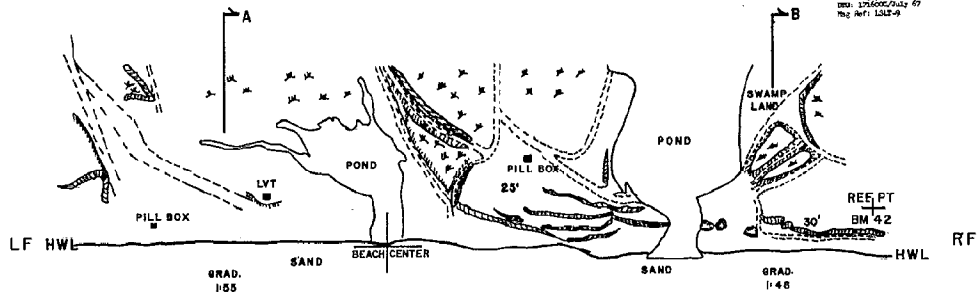
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and Commander Amphibious Group ONE  
HQS 176000 (HMS 180), Flagship  
HMS 180, 11/16/67  
HMS 176000/July 67  
HMS Ref: 1532-9



WHITE BEACH  
TAB C  
ALISO CANYON  
(MARGARITA)  
REF. CHART: H.O. 15, 010-12.5-2  
REF. PT. BENCH MARK 42, AT R.F.  
LAT. 33° 16' 41" N  
LONG. 117° 26' 20" W  
BEACH FLANKS: L.E. = 587807  
R.F. = 591802  
SURVEY BY: UDT-12  
DATE: 22 MAY 1967  
SOUNDINGS IN FEET  
CORRECTED TO MLLW  
ACCURACY: FAIR  
DRAWN BY: RADICE CS3  
CHECKED BY: LTJG DBUSCH

Authenticity  
J. T. BURG, JR.  
Lieutenant, U.S. Navy  
Flag Secretary

J. T. BURG, JR.  
New Annapolis, T. S. Navy  
Commander Amphibious Task Force, CNO 176.0,  
and Commander Amphibious Group ONE

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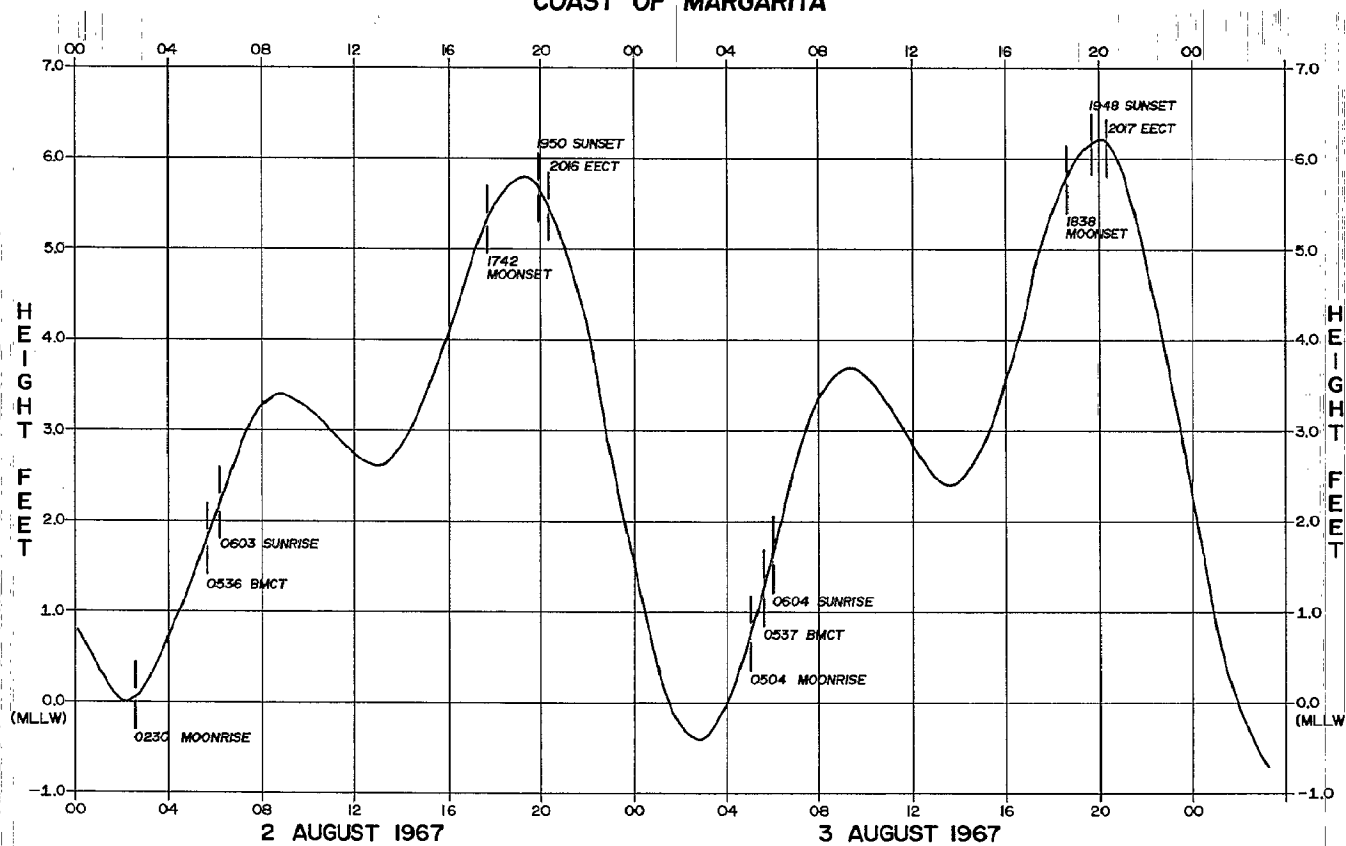
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COMPHIBGRO ONE 303-67

**TAB D TO APPENDIX VII TO ANNEX C**  
**TIDAL CURVE**  
**COAST OF MARGARITA**

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSIT-9



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*[Signature]*  
G. J. DE MARRA  
Lieutenant, U.S. Navy  
Flag Secretary

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
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USS ESTES (ALG 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

APPENDIX VIII TO ANNEX C

HELICOPTER LANDING ZONES

1. General. The terrain and vegetation of the Talega/Margarita region makes the area highly suitable for helicopter operations. This study contains five areas deemed suitable for helicopter landing zones, each of which will support a minimum of six helicopters.

2. Appendix VIII is divided into two Tabs. Tab A is a summary of HLZ's and their locations. Tab B is a detailed study of each individual HLZ and their landing sites.

J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

Authenticated:



G. J. DE MARRA

Lieutenant, U.S. Navy

Flag Secretary

TABS

A - Helicopter Landing Zones and Locations Summary

B - HLZ Detailed Study

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TAB A TO APPENDIX VIII TO ANNEX CHELICOPTER LANDING ZONES AND LOCATIONS SUMMARY

<u>NAME</u>	<u>COORDINATES</u>
1. GINA	MG 586855
2. LOLA	MG 590910
3. MARGIE	MG 677938
4. KATHY	MG 722961
5. MARIE	MG 690888

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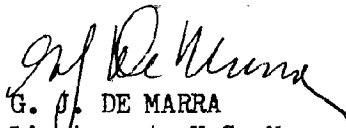
J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

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G. J. DE MARRA  
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TAB B TO APPENDIX VIII TO ANNEX CHLZ DETAILED STUDY1. HLZ 1 (GINA)a. Location.(1) Coordinates. The center of the zone is located at MG586855.(2) Elevation. The average elevation of the zone is 150 feet above mean sea level (MSL).(3) Landmarks. Two cultural landmarks are the Las Flores Mission ruins located near the junction of U.S. 101 and Las Pulgas Road at MG 569845, and a moving target range at MG565845 in the same general area.

b. Description of the Zone. The zone lies mostly on a small coastal delta formed by Las Flores Creek. Fingers of ridges extend into the zone from the southeast forming a boundary on this side. The northwest boundary is the Las Pulgas Canyon Road. These two boundaries join in the north. The southern boundary is a short improved dirt road approximately 1,000 meters north of and parallel to U.S. 101. A large building is located near the road at MG584849. A creekbed and narrow stand of large trees divide the zone into two sites.

c. Description of the Sites(1) Size(a) Site Yellow. This site is irregularly shaped and is approximately 1,100 meters by 400 meters and located at MG587860.(b) Site Red. This site is irregularly shaped and is approximately 1,200 meters by 300 meters and located at MG591862.(2) Maximum Absorption of Aircraft(a) Site Yellow. This site can absorb 27 UH-34D helicopters.(b) Site Red. This site can absorb 22 UH-34D helicopters.(3) Surface Materials. Sand and clay composition.**CONFIDENTIAL**

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(4) Obstacles. None apparent.

(5) Slope. This terrain slopes downward less than 6 percent from south to north.

(6) Local Use. Tank training area.

d. Adjacent Terrain and Exits

(1) Relief. The zone is situated near the mouth of Las Pulgas Canyon which runs northeast to southwest. Hills to the northwest and southeast rise to approximately 500 feet near the zone. Las Flores Creek meanders through the canyon.

(2) Drainage. Adjacent terrain drains into Las Flores Creek which flows southwest to the ocean.

(3) Vegetation. Grass, less than one foot in height covers most of the adjacent terrain. Large trees grow in Las Flores Creek and some ravines.

(4) Cultural features. The cultural features in this area are the roads and trails as mentioned in paragraph d.(8) and the three landmarks as mentioned in paragraph a.(3).

(5) Ground Routes of Approach. See paragraph d.(8).

(6) Observation into the Sites. Observation into the sites is good from high ground to the southeast and northwest.

(7) Cover and Concealment. Cover and concealment is limited to the Las Flores streambed and ravines. The flat nature of the terrain provides little cover or concealment on the sites.

(8) Site Exits. Numerous tracked vehicle trails crisscross the sites. The main exits are hard surfaced Las Pulgas Canyon road originating from U.S. 101 at MG569845 and proceeding north across the northwest edge of the site through Las Pulgas Canyon until it intersects Basillone Road at MG623898. Several roads and trails to the northeast of the site give access to paved Las Flores Road at MG582826. From this coordinate Las Flores Road runs south to U.S. 101 and east to the Chappo Flats rifle range MG651843.

(9) Routes of Communication. The roads mentioned in paragraph d.(8) are the main routes of communication in this area.

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e. Trafficability. Trafficability for all vehicles should be good in dry weather. During periods of prolonged inclement weather trafficability would deteriorate rapidly.

2. HLZ 2 (LOLA)a. Location

(1) Coordinates. The center of the zone is located at MG590910.

(2) Elevation. The average elevation of the zone is 450 feet above mean sea level (MSL).

(3) Landmarks. The HLZ is about 2,000 meters southwest of Basilone Road and 2,500 meters south-southwest of Horno Summit (MG597927).

b. Description of Zone. The zone lies on the southeastern slope of Hill 842 (MG584914) and the northern slope of Hill 674 (MG589906). The zone is primarily rectangular in shape oriented in a northerly direction. The north and eastern sides are bordered by a small stream which runs towards Piedra de Lumbre Canyon. The west and south sides are bounded by a steep slope which leads to the summits of Hills 842 and 674 respectively.

(1) Size of Zone. 150 meters by 500 meters.

(2) Maximum Absorption of Aircraft. 7 UH 34D helicopters.

(3) Surface Materials. Unknown.

(4) Obstacles. None apparant.

(5) Slope. The HLZ slopes down toward the east about 10%.

(6) Local Use. Unknown.

c. Adjacent Terrain and Exits

(1) Relief. The zone is located in a finger branch of the Piedra la Lumbre Canyon. The adjacent terrain is configured with hills, the most prominent of which are; Hill 842, west of the zone 500 meters; Hill 652 (MG595911) 500 meters east of the zone.

(2) Drainage. Drainage is east into the small stream and then south into Piedra la Lumbre Canyon.

(3) Vegetation. Sparse.

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(4) Cultural Features. The only prominent feature is Basilone Road 2,000 meters northwest running in a southeasterly direction.

(5) Ground Routes of Approach. There are no trails or roads leading into the zone. The nearest dirt trail is 750 meters southeast. This trail runs along the floor of Piedra la Lumbra Canyon and connects with Basilone road.

(6) Observation into the Site. Excellent from positions noted in paragraph c.(1).

(7) Cover and Concealment. Limited.

(8) Zone Exits. The only exit is along the stream to the dirt road described in c.(5).

(9) Routes of Communication. See paragraph c.(5).

d. Trafficability. Trafficability should be good in fair weather and decrease in time of inclement and wet weather.

3. HLZ 3 (MARGIE)a. Location

(1) Coordinate. The center of the zone is located at MG677938.

(2) Elevation. The average elevation within the zone is 1,000 feet above mean sea level (MSL).

(3) Landmarks. A distinct and easily recognized cultural landmark is a moving target range within the zone.

b. Description of the Zone. The zone consisting of one site, is irregularly shaped and measures approximately 1,500 meters by 500 meters. The zone is a large level area situated on a plateau. Roblar Road defines the western limits of the zone. A dirt road branching from Roblar Road lies along the southern boundary. The northern and eastern boundaries are composed of ridges and ravines descending toward the vicinity of De Luz Canyon and Roblar Creek. A moving target range is located in the southeastern portion of the zone.

c. Description of the Site

(1) Size. The site is of an irregular shape roughly 1,500 meters by 500 meters.

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(2) Maximum Absorption of Aircraft. This site will absorb 43 UH-34D helicopters.

(3) Surface Materials. Sandy loam and clay composition.

(4) Obstacles. Trenched and filled portions of the target range in the southeast portion of the zone should be avoided by aircraft and ground vehicles.

(5) Slope. The average slope within the site is less than 6% downward from northeast to southwest.

(6) Local Use. Military training area.

d. Adjacent Terrain and Exits

(1) Relief. Las Pulgas and Aliso Canyons descend to the southwest from the vicinity of the zone. Terrain to the north and northwest is mountainous with elevations over 2,000 feet. South and southeast ravines and ridges descend sharply into De Luz Canyon and the Santa Margarita River Bed.

(2) Drainage. This terrain is well drained radially from the north to the south, southwest, southeast and west.

(3) Vegetation. Grass less than one foot high on the site, with brush and trees in nearby ravines.

(4) Cultural Features. The moving target range and associated structures within the zone, and the control tower 200 meters south of the zone.

(5) Ground Routes of Approach. See site exits paragraph d.(8).

(6) Observation into Sites. Observation is good into the site from terrain to the north and northwest, fair within approximately 1,500 meters from the south and southwest. Very poor to non-existent from all other adjacent terrain.

(7) Cover and Concealment. None directly on the site. Numerous tree filled ravines and streambeds immediately surrounding the site provide fair concealment.

(8) Site Exits. Roblar Road originating from Basilone Road at MG663899 passes through the western portion of the zone and proceeds northwest where it joins with Case Spring Road at MG652972. Firebreaks and trails provide access east into De Luz Canyon and the Santa Margarita

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River bed. Firebreaks and trails also lead south into the northern extremities of Aliso and Las Pulgas Canyons. Several shore firebreaks drop into Roblar Creek northeast of the site.

(9) Routes of Communication. Basilone Road mentioned in paragraph d.(8) is the main inland route of communication within the Camp Pendleton complex.

e. Trafficability. Good in the zone and on roads. Steepness of terrain is a limiting factor off roads. Trafficability will deteriorate rapidly in prolonged periods of inclement weather.

4. HLZ 4 (KATHY)a. Location

(1) Coordinates. The center of the zone is located at MG722961.

(2) Elevation. The average elevation of the zone is 750 feet above mean sea level (MSL).

(3) Landmarks. De Luz Creek 2,000 meters to the southwest of the zone and the Santa Margarita River located approximately 2,000 meters southeast are two geographical landmarks near the zone.

d. Description of the Zone. The zone is triangular in shape with a site at each angle. This zone has no particular features to use as boundaries and the shape was originated only to encompass the three landing sites. The terrain in the zone is composed of rolling hills with more rugged hills surrounding it.

c. Description of the Sites(1) Size

(a) Site Brown. Oval in shape, 135 meters by 228 meters and centered at MG719960.

(b) Site Amber. Oval in shape, 91 meters by 245 meters and centered at MG721957.

(c) Site Purple. Oval in shape, 55 meters by 228 meters and centered at MG725965.

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(2) Maximum Absorption of Aircraft

(a) Site Brown. This site will absorb 4 UH-34D helicopters.

(b) Site Amber. This site will absorb 5 UH-34D helicopters.

(c) Site Purple. This site will absorb 4 UH-34D helicopters.

(3) Surface Materials. Surface materials are primarily sand and clay composition.

(4) Obstacles. None apparent on the sites.

(5) Slope. Less than 14 percent down from north to south.

(6) Local Use. Military training area.

d. Adjacent Terrain and Exits

(1) Relief. The sites are located within a rolling hill mass with hills of more rugged structure surrounding it. Adjacent hills have an average elevation of 900 feet above MSL.

(2) Drainage. This area is well drained to the south and southwest by a dendritic pattern.

(3) Vegetation. Numerous tree filled ravines throughout the area.

(4) Cultural Features. None other than roads and firebreaks.

(5) Ground Routes of Approach. See site exits paragraph d.(8).

(6) Observation into Sites. Good to fair from peaks on adjacent terrain.

(7) Cover and Concealment. Tree filled ravines adjacent to the site provide good concealment and possible cover for troops.

(8) Site Exits. A paved road originating at the town of Fallbrook follows an erratic route off and on the reservation. This road enters the base east of the zone at MG735968, passes through the zone and off the base at MG719970, re-enters at MG703973 where the paved portion continues off base to the north. From this coordinate an improved

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dirt road follows De Luz Creek south to paved De Luz camp road at MG 700923. Another dirt road from the center of the zone proceeds southwest also joining the De Luz camp road at MG 700923. The De Luz camp road gives access south to Vandegrift Blvd.

e. Trafficability. Trafficability is limited to steepness of terrain but is considered good in dry weather. Prolonged periods of inclement weather will reduce trafficability considerably.

5. HLZ 5 (MARIE)a. Location

- (1) Coordinates centered at MG690888.
- (2) Elevation. 160 feet above MSL.
- (3) Landmarks. A graded pit (MG688885) is 100 meters southwest of the zone. Numerous small dirt paths cross the zone. Camp Vado Del Rio (MG681863) is about 2700 meters south of the zone.

b. Description of the Zone

- (1) Size. Rectangular in shape oriented in an easterly direction with demensions 100 meters by 500 meters.
- (2) Maximum absorption of aircraft. 8 UH 34D helicopters.
- (3) Surface Materials. Unknown.
- (4) Obstacles. None apparent.
- (5) Slope. Level.
- (6) Local Use. Unknown.

c. Adjacent Terrain and Exits

- (1) Relief. Surrounding hills.
- (2) Drainage. South and east into Gulf of California.
- (3) Vegetation. In vacinity of zone vegetation is sparse; however, just north of the zone there is a wooded area.

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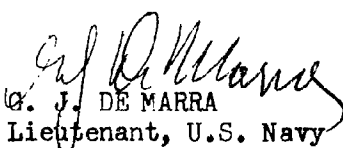
- (4) Cultural Features. See paragraph a.(3).
  - (5) Ground Routes of Approach. A network of small trails run west and south connecting with Basilone Road.
  - (6) Observation into the Site. Hill 412 (MG685885) 200 meters west of the zone and Hill 468 (MG678886) 1200 meters west of the zone provide good observation into the zone.
  - (7) Cover and Concealment. Poor within zone but good just north of landing area.
  - (8) Site Exits. See paragraph c.(5).
  - (9) Routes of Communication. See paragraph c.(5).
- d. Trafficability. Unknown.

J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
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Lieutenant, U.S. Navy  
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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

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and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

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Appendix XII to Annex CWeather Service Plan

Ref: (a) HO 118B  
 (b) NWP 16 (B)  
 (c) COMPHIRPACINST 3140.2A  
 (d) OPNAVINST 3160.7B  
 (e) CINCPACFLTINST 3160.7  
 (f) COMCRUDESACINST 03160.2A  
 (g) COMPHIBPACINST 3840.3A

1. Weather Communications. The primary source of weather information for this ocean area is the San Francisco continuous Radioteletype and Fleet Facsimile Broadcast. Broadcast schedules, contents, and frequencies are listed in reference (a).

2. Meteorological and Oceanographic Reports

a. Meteorological Reports

(1) USS IWO JIMA (LPH 2) will take hourly and synoptic weather observations in accordance with references (b) and (c) and Tab A to this Appendix. Communications in accordance with Annex N to this Operation Order. (Reports 1-C and 2-C.)

(2) USS IWO JIMA (LPH 2) will take upper air soundings in accordance with reference (b), Tab A to this Appendix and as permitted by EMCOM conditions (Annex O). Communications in accordance with Annex N. (Report 4-C.)

b. Oceanographic Reports

(1) The senior DD commander will promulgate BATHY THERMOGRAPH guardship assignments advising CTG 176.0 of guardship schedule. BATHY reports will be made in accordance with references (d) through (f) and Tab A to this Appendix. Communications in accordance with Annex N. (Report 9-C)

(2) Surf Observation Reports (SUROB) will be made on observations taken in accordance with the schedule of observations in Tab C (limited distribution) to this Appendix and reference (g). Tab C

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details specific instructions concerning transmission of this report.  
(Report 8-C) CTG 176.0 will retransmit SUROB's on an as available basis to COMPHIBRON THREE, information CTG 179.0/TG 176.0. (Report 7-C)

3. Weather Services Summary. The following weather services will be provided as outlined in Tab A. Meteorological and Oceanographic code forms are listed in Tab B to this Appendix.

a. Warnings of destructive weather (i.e., small craft, gale, storm, high seas, tsunami) issued as appropriate. (Report 6-C)

b. Twenty-four (24) hour weather forecasts for the operating area issued twice daily. (Report 5-C)

c. Radiological fallout winds (RADFO) issued twice daily. (Report 10-C)

d. Twenty-four (24) hour surf forecast (SURFCST) for Silver Strand and Margarita beaches issued twice daily. (Report 11-C)

e. Ballistic winds provided on request. (Report 12-C)

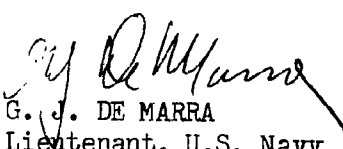
f. Special environmental forecasts as requested.

J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U.S. Navy  
Flag Secretary

TABS:

- A - Weather Reports and Services
- B - Meteorological and Oceanographic Codes
- C - SUROB Transmission Instructions (Limited Distribution)

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U.S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

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TAB A TO APPENDIX XII TO ANNEX C

WEATHER REPORTS AND SERVICES

RPT NO.	TITLE	TIME OF OBSERVATION/ FORECAST	ORIGINATOR	ACTION ADDRESSEE	INFO ADDRESSEE
1-C	Synoptic Weather Observation	00/06/12/1800Z except every 3 hrs if winds exceed 47 kts	USS IWO JIMA (LPH-2) for all ships of this TG	FWC ALAMEDA	FWF SAN DIEGO
2-C	Hourly Weather Observation	Hourly commencing 0400T and continuing thru 2300T daily	USS IWO JIMA (LPH 2) for all ships of this TG	FWF SAN DIEGO	
3-C	Aviation Observation	Hourly during flight operation	CTG 176.0	TACC/ DASC	
4-C	Upper Air Observation	0000/1200Z daily	USS IWO JIMA (LPH 2)	FWC ALAMEDA CTG 176.0	
5-C	Weather Forecast for Operating Area	0800/2000T daily	CTG 176.0	TG 176.0/ 179.0	
6-C	Weather Warnings Small craft/gale/storm	As appropriate	FWC ALAMEDA	ALL SHIPS COPYING BCST	
7-C	SUROB	TG BCST RETRANSMISSION	CTG 176.0	COMPHIBRON 3 FWF SAN DIEGO	CTG 179.0 TG 176.0
8-C	SUROB	TAB C TO THIS APPENDIX			

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RPT NO.	TITLE	TIME OF OBSERVATION/ FORECAST	ORIGINATOR	ACTION ADDRESSEE	INFO ADDRESSEE
9-C	BATHY	00/06/12/1800Z daily	BATHY Guardship as designated by senior DD commander	FWC ALAMEDA CTG 176.0	CANMARPAAC
10-C	RADFO PART 1 Fallout Forecast	0000/1200Z daily	FWF SAN DIEGO	ALL SHIPS COPYING BCST	
	PART 2 Fallout VECTORS	0000/1200Z daily	FWF SAN DIEGO	ALL SHIPS COPYING BCST	
11-C	SURFCST	VT0800/2000T daily	CTG 176.0	TG 176.0 TG 179.0	
12-C	Ballistic Winds	Upon request	CTG 176.0	As requested	

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COMPHIBGRU ONE 303-67

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San Diego, California

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TAB B TO APPENDIX XII TO ANNEX CMETEOROLOGICAL AND OCEANOGRAPHIC CODES

- Ref: (a) HO 118B  
 (b) COMPHIBPACINST 3140.2A  
 (c) OPNAVINST P3441.3 (series)  
 (d) COMELEVINST 3441.1F  
 (e) COMCRUDESACINST 03160.2A  
 (f) COMPHIBPACINST 3840.3A  
 (g) TAB C to this Appendix

1. Introduction. The purpose of this Tab is to serve as a ready reference for code forms used in reporting meteorological and oceanographic data.

a. Meteorological Codes

<u>Report No.</u>	<u>Type of Report</u>	<u>Code Form</u>	<u>Reference</u>
1-C	Synoptic	FM 21A	(a)
4-C	Upper Air	FM 33.B	(a)
2-C	Hourly	Aviation (symbolic)	(b)
10-C	RADFO	Pg 2-1 Para 2100	(c) & (d)

b. Oceanographic Codes

<u>Report No.</u>	<u>Type of Report</u>	<u>Code Form</u>	<u>Reference</u>
9-C	BATHY	BT Log - NDW NODC- 3167/10	(e)
7-C/8-C	SUROB	Pg IX-2/Tab C	(f)/(g)
11-C	SURFCST	Pg IX-2	(f)

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USS ESTES (AGC 12), Flagship

San Diego, California

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APPENDIX XIII TO ANNEX CTARGET LISTPart I (FOXTROT)

Targets to be destroyed by Amphibious Task Force prior to H-Hour

<u>SERIAL</u> <u>NO.</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ELEVATION</u> <u>METERS</u>	<u>CLASSIFIC-</u> <u>ATION</u>	<u>PRIORITY</u>
0001	MG586812	82mm Recoiless Gun- Anti-Boat Role (Amtrac Hull)	80	A	I
0002	MG589807	57mm Gun (SP) Anti- Boat Role (Amtrac Hull)	10	A	I
0003	MG591805	57mm AT Gun (SP) Anti- Boat Role (Tank Track & Misc Junk)	40	A	I
0004	MG588807	Pill Box Automatic Wpns	10	A	I
0005	MG589807	Pill Box Automatic Wpns	10	A	I
0006	MG589808	Pill Box Automatic Wpns	10	A	I
0007	MG592809	Pill Box Automatic Wpns	10	A	I
0008	MG591803	Pill Box Automatic Wpns	10	A	I
0009	MG594808	Pill Box Automatic Wpns	40	A	I
0010	MG594806	Pill Box Automatic Wpns	40	A	I
0011	MG491806	Pill Box Automatic Wpns	0	A	I

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SERIAL NO.	LOCATION	DESCRIPTION	ELEVATION METERS	CLASSIFIC- ATION	PRIORITY
0012	MG591807	Pill Box Automatic Wpns	10	A	I
0013	MG587808	Command Bunker	40	A	II
0014	MG564845	85mm AT Guns (SP) Anti- Boat Role (moving target range)	80	A	I
0015	MG565840	Command Post Arty. F.O. Position (Bleachers)	80	A	I
0016	MG564842	Communications Bunker (utility pole)	80	B	III
0017	MG575845	Infantry Co. CP 57mm AD Guns (SP) 82mm Mort Btry	40	A	I
0018	MG567857	Communications Bunker (Transformer Station)	120	C	IV
0019	MG583838	Motor Transport Park (Tracked vehicle Maintenance Area)	80	C	IV
0020	MG579858	Road Block 82mm Recoiless Gun (Road Junction and Culvert)	40	B	I
0021	MG581853	Pill Box (Concrete Pump House)	80	B	I
0022	MG585849	Pill Box (Concrete Pump House)	40	B	I
0023	MG568867	122mm How Btry (1 shed, 1 Gun Position)	160	A	I
0024	MG575912	152mm Gun-How Btry (Mouth of Draw)	640	A	I
0025	MG6793	Btry 160mm Mortars (revetted) (moving target range)	1000	A	I

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SERIAL NO.	LOCATION	DESCRIPTION	ELEVATION METERS	CLASSIFIC- ATION	PRIORITY
0026	MG677933	Pill Box, Command Post (concrete tower)	1000	A	I
0027	MG685932	Radar Installation 3 (shed on top of hill)	1000	A	I
0028	MG675934	Traffic Control Point (Target Carriage House)	1000	C	IV
0029	MG671932	Pill Box (Tank Hull)	960	C	III

Part II (GOLF)

Pre-assault neutralization targets.

0043	MG586808/ 594796	White Beach - Waters edge to 1000M inland	0-3	B	II
0044	MG464935/ 477924	Green Beach - Waters edge to 1000M inland	0-5	B	II
0045	MG560843/ 570830	Red Beach - Waters edge to 1000M inland	0-5	B	II
0046	MG586855	Poss HLZ Gina	49	B	II
0047	MG590910	Poss HLZ Lola	145	B	II
0048	MG677938	Poss HLZ Margie	330	B	II
0049	MG722961	Poss HLZ Kathy	240	B	II
0050	MG690888	Poss HLZ Marie	50	B	II

Part III (HOTEL)

Pre-assault harrassing and interdiction targets: No entires.

Part IV (INDIA)

Amphibious Task Force destruction targets: No entires.

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Operation OrderCOMPHIBGRU ONE 303-67Part V (JULIETT)

## Amphibious Task Force Neutralization Targets

SERIAL NO.	LOCATION	DESCRIPTION	ELEVATION METERS	CLASSIFIC- ATION	PRIORITY
0030	MG594928	Communications Bunker (Bleachers Shed)	1000	C	IV
0031	MG558909	Fuel Dump (2 Green sheds in mouth of draw)	600	C	III
0032	MG551903	Fuel Dump (Small water tank)	760	C	III
0033	MG598928	Border Check Point (Road 760 junction/range control hut)	760	C	IV
0034	MG5991	Ammo Dump Pulgas Magazine Area	480	A	I
0035	MG623900	Truck Park (Trash Dump)	240	C	III
0036	MG566937	Supply Dump (Rifle Range)	480	C	III

Part VI (KILO)

ATF harrassing and interdiction targets: No entries.

Part VII (LIMA)

Restricted.

SERIAL NO.	LOCATION	DESCRIPTION	ELEVATION METERS	CLASSIFIC- ATION	PRIORITY
0037	MG595903	Medical Facility (Butler Building)	200	E	NA
0038	MG595897	Water Reservoir (Dam & Pond)	200	E	NA
0039	MG5883	Las Flores (New Camp Las Flores)	80	E	NA
0040	MG683955	U/I Village (small Vietnam Village)	520	E	NA
0041	MG700923	Luz (Camp DeLuz)	160	E	NA

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SERIAL NO.	LOCATION	DESCRIPTION	ELEVATION METERS	CLASSIFIC- ATION	PRIORITY
0042	MG6888	El Basilone (Combat Town)	280	E	NA

NOTE: Objects simulating target's are in parenthesis.

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

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USS ESTES (AGC 12), Flagship

San Diego, California

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APPENDIX XV TO ANNEX CAIR FACILITIES

1. There are no airfield facilities in Margarita or Talega.
2. The Talegans use an airfield provided by the country of Torreanos.

a. Torreanos airfield (33-40N/117-44W) is located just southeast of Los Angeles near Santa Ana and 90NM NNW of San Diego. The airfield consists of 7 parallel runways with bearing capacity and lengths capable of supporting aircraft available to Talega. Aviation fuel, jet starter units, transient and service facilities are available 24 hours a day. The airfield is serviceable in all weather and possesses VOR & TACAN nav aids. The headquarters of the TAF is located here as are the majority of units assigned to the TAF.

3. Other airfields of possible interest in the area are as follows:

a. Miramar. (32-52N/117-09W) Miramar airfield is located just north of the port of San Diego at an elevation of 477 feet above sea level. The major runway of Maramar is a 12,000 foot concrete strip. It has a load bearing capacity of 116,000 pounds for single-wheel type landing gear, 175,000 pounds for twin-wheel type, and 325,000 pounds for twin-tandem type. The airfield has high intensity runway lights and high intensity approach lights. The facilities available are such that aircraft can operate from this field in all types of weather. Some of the equipment available includes radio aids to navigation, radar, jet aircraft starting units, a variety of fuels, and arresting gear. There are limited transient aircraft parking and maintenance is also available.

b. North Island. (32-42N/117-12W) North Island airfield is located just south of the port of San Diego at an elevation of 24 feet above sea level. The main runway is an 8,000 foot concrete strip. It has a weight bearing capacity of 68,000 pounds for single-wheel type landing gear, 110,000 pounds for twin-wheel type, and 240,000 pounds for twin-tandem type. The airfield has high intensity runway and approach lights. Some equipment available includes radio aids to navigation, radar, jet starting units, fuel, and arresting gear. Transient services and maintenance are also available.

c. El Centro. (32-49N/115-40W) El Centro airfield is located 180 miles due east from the port of San Diego at an elevation of 43 feet below sea level. The main runway is a 9,500 foot asphalt and concrete strip.

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It has a weight bearing capacity of 72,000 pounds for single-wheel type landing gear, 94,000 pounds for twin-wheel type, and 141,000 pounds for twin-tandem type. The airfield has runway lights but no approach lights. Equipment available includes radio aids to navigation, jet starting units, fuels, and arresting gear. Transient services and maintenance are available but limited.

d. San Clemente Island. (33-01N/118-35W) San Clemente Island is located 50 miles off the coast of Southern California. It has a hard surfaced, concrete 9,300 foot runway at an elevation of 181 feet above sea level. It has a weight bearing capacity of 156,000 pounds for single-wheel type landing gear, 225,000 pounds for twin-wheel type, and 385,000 pounds for twin-tandem type. The runway has high intensity lights but there are no approach lights. Some of the equipment available includes jet aircraft starting units, fuel, arresting gear, radio aids to navigation, and radar. There is no transient maintenance available.


e. San Nicolas Island. (33-14N/119-28W) San Nicolas Island is located 85 miles off the coast of Southern California and 50 miles northwest of San Clemente Island. It has a 10,000 foot, hard surfaced, asphalt and concrete runway at an elevation of 502 feet above sea level. The runway has a weight bearing capacity of 83,000 pounds for single-wheel type landing gear, 108,000 pounds for twin-wheel type, and 162,000 pounds for twin-tandem type. The runway has high intensity lights but there are no approach lights. Some of the equipment available includes jet aircraft starting units, fuel, radar, arresting gear, and radio aids to navigation. Hangar space and maintenance are not available. The fuel available is very limited.

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Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
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U. S. Pacific Fleet

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USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Annex DMovement

Zone Time: Tango (+7)

References: (a) ATP 1(A), Volume 1

(b) NWP 38(A)

(c) ATP 3

(d) CS 5101

(e) HO L-1

(f) CS 5060

Task Organization: (Detailed Movement Task Organization in Annex A)

1. General: Loading Element Commanders position ships for load. Berthing has been arranged by CTG 176.0, loading and embarkation will take place at San Diego and Del Mar on 30 and 31 July.

Task Unit 176.0.3 will sortie from Del Mar and San Diego on 31 July. The Amphibious Task Force will conduct a touchdown rehearsal at Silver Strand on 1 August (D-1). There will be no actual aggressor submarines during the exercise.

2. Mission: This force will conduct the movement herein prescribed in order to execute COMPHIBGRU ONE OPORD 303-67.

3. Execution:a. Loading Unit (TU 176.0.2)

(1) TE 176.0.2.1 will load at San Diego from 300600T July through 311200T July (D-3 through D-2).

(2) TE 176.0.2.2 load at Del Mar from 300600T July through 311200T July. WHETSTONE load 3 warping tugs and 4 LCM 6 at San Diego prior departure for Del Mar. CABILDO proceed direct to Del Mar, arriving NLT 300600T July. 2 LCU, 3 LCM 8 and 1 LCU(F) will proceed to Del Mar under own power to arrive NLT 300600T July.

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(3) TE 176.0.2,3 load helicopters off Camp Pendleton from 290800T July through 291200T July and load and embark equipment and troops at San Diego from 300600T July through 311200T July.

(4) WEXFORD CTY, JEROME CTY and SUMMIT CTY load four causeway sections each prior departure San Diego.

b. Sortie:

(1) WHETSTONE, CABILDO, WEXFORD CTY, JEROME CTY and SUMMIT CTY depart Del Mar upon completion loading on 31 July and proceed to rendezvous with CTU 176.0.3 at Point PINE at 311800T July. Commanding Officer, WHETSTONE OTC for sortie.

(2) Remaining units of TU 176.0.3 sortie at five minute intervals from San Diego with first ship passing through Point ALFA at 311600T July. Sortie sequence will be HENRICO, OKANOGAN, ESTES and IWO JIMA (CTU 176.0.3 OTC).

## (a) Sortie reference points are:

ALFA	Mid-channel Abeam	Ballast Point
ALFA ONE	32° 37' 18"N	117° 13' 14"W
X-RAY	32° 35' 24"N	117° 15' 00"W
OSCAR	32° 35' 00"N	117° 20' 00"W

(b) Formation speed from Point ALFA to Point X-RAY is 10 knots. ESTES arrival at Point X-RAY, TU 176.0.3 will form cruising formation 53 in accordance with Tab A to Appendix I to this Annex. Formation guide is ESTES in station 0, formation axis is 090°T and formation speed from Point X-RAY to Point OSCAR is 10 knots.

(c) Underway times from assigned berths will be promulgated by separate message.

c. Movement to Rehearsal:

(1) Movement Unit (TU 176.0.3) proceed along Route TREE (Passing through Point OAK at 312300T July) in accordance with Tab B to Appendix I to this Annex to arrive at rehearsal break-up point (Point SPRUCE) at 010330T August).

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(2) Detachments:

(a) Release PCS about 010230T August to be in assigned anchorage no later than 010400T August.

(b) Release WEXFORD CTY at Point PINE to proceed to assigned anchorage GREEN BEACH to be anchored not later than 010530T August 1967.

(c) Release IWO JIMA at Point PINE to proceed to LPH operating area.

(d) Release all transport units to be in assigned anchorages by 010430T August.

d. Movement to AOA:

(1) Upon completion of rehearsal critique TU 176.0.3 will sortie at three minute intervals with first ship passing through Point ALFA at zero hour. Zero hour will be signalled by CTU 176.0.3. Sortie sequence will be WEXFORD CTY, JEROME CTY, SUMMIT CTY, ESTES, IWO JIMA, HENRICO, OKANOGAN, CABILDO and WHETSTONE.

(a) ALFA	32° 35' 35"N	117° 13' 00"W
X-RAY	32° 35' 24"N	117° 15' 00"W
OSCAR	32° 35' 00"N	117° 20' 00"W

(b) Formation speed from Point ALFA to Point X-RAY is 8 knots. Upon ESTES arrival at Point X-RAY, TU 176.0.3 will form cruising formation 53 in accordance with Tab A to Appendix I this Annex. Formation guide is ESTES in Station 0, formation axis 045°T and formation speed from Point X-RAY to Point OSCAR is 5 knots.

(2) Movement Unit (TU 176.0.3) proceed along Route BIRD in accordance with Tab B to Appendix I to this Annex to arrive at AOA break-up point (Point EAGLE) at 020400T August.

(a) Detachments:

1. Release PCS about 020300T to be in assigned anchorage not later than 020430T August.

2. Release WEXFORD CTY at Point CARDINAL to proceed to assigned anchorage GREEN BEACH, to be anchored not later than 020530T AUG.

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3. Release IWO JIMA at Point CARDINAL to proceed to LPH operating area.

4. Release all transports to be in assigned anchorages by 020500T August.

x. Coordinating Instructions:

(1) Release commanders and units to other components, and activate and dissolve groups in accordance with Table of Organizational Changes, Appendix I to Annex A.

(2) Route charts, Tab B to Appendix I to this Annex, are provided as guides. Deviations therefrom as necessary to avoid attacks, known locations of submarines, or other emergency reasons, are authorized. Report major deviations to CTG 176.0 by message.

3. Administration and Logistics: In accordance with Annexes K and L.

4. Command and Signal:

a. Units transiting from ports other than San Diego file own movement reports, if required, in accordance with Supplement to NWIP 10-1. No other movement reports will be required.

b. Communications in accordance with Annex N.

c. Commander Amphibious Task Force (CTG 176.0) and COMPHIBGRU ONE in ESTES (AGC 12).

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Appendices:

I Cruising Instructions

Tab A Movement Unit Stations

B Routes and Geographic Coordinates

C Acceleration Tables

II Emergency Sortie Instructions

Authenticated:

G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9

Appendix I to Annex DCruising Instructions

Zone Time: Tango (+7)

1. General: Cruising Instructions in accordance with ATP 1(A), Volume I and ATP 3 except as modified below.

2. Tactical Instructions.a. Formations:

(1) Formation 53 (Tab A to Appendix I) will be the normal cruising formation **for the Movement Unit**.

(2) Changes in formation axis will be signalled in advance to facilitate main body re-orientation.

b. Movement Unit Speeds:

Operational	10
Stationing	9
Normal	8
Two Thirds	6
One Third	4

c. Standard Tactical Diameter: In accordance with Article 512 of 1(A), Volume I.

Standard	1500 yards
Reduced	1000 yards

d. Standard **distance** in accordance with Article 502, ATP 1(A), Volume I.

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COMPHIBGRU ONE 303-67

e. Acceleration and deceleration in accordance with Tab B to Appendix I.

f. Sequence Numbers for Movement Unit:

1. WHETSTONE	4. SUMMIT CTY	7. IWO JIMA
2. WEXFORD CTY	5. ESTES	8. JEROME CTY
3. CABILDO	6. OKANOGAN	9. HENRICO

g. Ships are to maintain station with the following tolerances:

- (1) Ships in Column - 1 degree in bearing and 5 percent in range.
- (2) Ships in Line - 2 degrees in bearing and 5 percent in range.
- (3) Other formations - 2 degrees in bearing and 5 percent in range.

3. Maneuvering:

a. Maneuvering will be made expeditiously using principles of good seamanship. Sea room and weather conditions must always be considered.

b. Caution and particular alertness will be used during periods of darken ship, reduced visibility and/or EMCON conditions.

c. At night or in low visibility (except in emergencies) formation turns in excess of 90 degrees shall be made in two or more increments by the delayed turn method.

d. At night or in low visibility, after execution of any signalled course change and immediately after all acknowledgements, the formation guide shall announce, "THIS IS \_\_\_\_\_. MY RUDDER IS (RIGHT) (LEFT). OUT."

4. Evasive Steering:

a. Zig-Zagging: All movement units be prepared to zig-zag. ATP 3 is the effective steering publication. The instructions contained in ATP 3 shall be adhered to, particularly with regard to time of execution as related to where a zig-zag plan should be commenced.

b. Sinuous Course: All movement units be prepared to steer sinuous course, using CAM 4 if directed by OTC. Signals to steer by sinuous course clocks will be in accordance with ATP 3. Clocks will run continuously on local time, and sinuous course steering will start at execution. Sinuous

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course clocks will read zero time on execution, only when the execution of the signal to commence simulating is on the hour. Normally, time checks will be given prior to execution. Ships will have their sinuous clocks mounted in Standby position at all times with CAM 4 installed, but use of any CAM may be directed by the OTC during operations.

**5. Security Measures:**

a. All units of TG 176.0 will be prepared to darken ship at sunset or on signal. When ships are darkened, be prepared to turn on navigation lights promptly when directed or in an emergency.

b. Boiler tubes may be blown as necessary without signal, when favorable wind conditions exist. In the absence of favorable conditions, the formation course will, when feasible, be adjusted to permit tube blowing. Normally, a signal of intent will be followed five minutes later by the course change. Ships should commence blowing tubes promptly, without signal, upon coming to course. Tubes will be blown expeditiously to permit the formation to return to base course as soon as possible.

c. Bilges will not be pumped, except in an emergency, within 50 miles of land. If it becomes necessary to pump bilges within 50 miles of land ensure only water (no black oil) is pumped overboard. Routine bilge pumping will be done only during the first hour of darkness.

d. Trash and garbage may be dumped one hour after sunset whenever 20 miles or more from shore. All cans will be perforated and large items of trash broken up prior to dumping. All ships having garbage grinders will use them. Trash will not be dumped by ships engaged in replenishment or other transfer operations.

e. During transfer or replenishment operations, a life guard ship will be stationed 1000 yards astern of ships replenishing. Ships in the first waiting station will assume duties of life guard ships.

f. Be prepared to steam under EMCON conditions as set forth in Annex 0.

g. Degaussing gear will be continuously energized when in water less than 100 fathoms.

6. Screen: Screen commanders will prescribe screen formations (and screen orientation) and will assign screen stations as required. Keep OTC advised of assignments.

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## Operation Order

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7. Man Overboard: Use peacetime procedures for man overboard as prescribed in ATP 1(A), Volume I.
8. General Degree of Readiness: Maintain condition of readiness THREE during the movement phase unless otherwise signalled by the OTC.
9. Position Reports: Ships will submit 0800, 1200, and 2000 position reports to the OTC in accordance with Article 412, ATP 1(A), Volume I.

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

## Tabs:

- Tab A Movement Unit Stations
- B Routes and Geographic Coordinates
- C Acceleration Tables

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Tab A to Appendix I to Annex DMovement Unit Stations1. Formation 53

<u>Station</u>	<u>Circle Relative Bearing</u>	<u>Ship</u>
A-1	1000	CABILDO
A-2	1.3315	WEXFORD CTY
A-3	1.3045	WHETSTONE
A-4	1270	SUMMIT CTY
A-5	1090	OKANOGAN
A-6	1.3225	JEROME CTY
A-7	1.3135	HENRICO
A-8	1180	IWO JIMA
O	-	ESTES


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Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

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 G. J. DE MARRA

Lieutenant, U. S. Navy

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 1967  
 Msg Ref: LSLT-9

Tab B to Appendix I to Annex DRoutes and Geographical Coordinates1. Route Tree


<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
Elm	32° 35.0'N	118° 07.4'W
Oak	32° 35.0'N	117° 55.6'W
Maple	32° 35.0'N	117° 43.8'W
Birch	32° 35.0'N	117° 31.8'W
Pine	32° 35.0'N	117° 20.0'W
Spruce	32° 35.3'N	117° 15.0'W

2. Route BIRD

<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
Robin	32° 37.0'N	117° 43.7'W
Sparrow	32° 56.3'N	117° 43.7'W
Bluejay	33° 06.2'N	117° 43.7'W
Cardinal	33° 08.0'N	117° 41.4'W
Hawk	33° 11.6'N	117° 36.8'W
Eagle	33° 13.6'N	117° 34.5'W

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Group, CTG 176.0,  
 and Commander Amphibious Group ONE

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 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600T JULY 1967  
Msg Ref: LSLT-9Tab C to Appendix I to Annex DAcceleration and Deceleration Table

1. Amphibious ships and ships in company will, unless otherwise directed, accelerate and decelerate in accordance with the following table:

KNOTS		MINUTES		RATE
Change of Speed From	To	Time Required for Change	Total Time Time	Knots Per Minute
<u>ACCELERATION</u>				
0	5	6	6	5/6
5	8	3	9	1
8	10	2	11	1
10	12	2	13	1
12	15	3	16	1
<u>DECELERATION</u>				
15	12	6	6	1 1/4
12	10	4	10	1 1/4
10	8	4	14	1 1/4
8	5	4	18	3/4

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Group, CTG 176.0,  
and Commander Amphibious Group ONE

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 G. J. DE MARLA  
 Lieutenant, U. S. Navy  
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Operation Order  
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U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9

Appendix II to Annex DEmergency Sortie Instructions

1. Upon implementation of this plan, the Transport Unit (TU 176.0.4) will sortie from anchorages CAMPEN at three minute intervals with first ship passing through Point ALFA at Zero Hour. Zero Hour will be signalled by CATF. Sortie sequence will be WEXFORD CTY, WHETSTONE, CABILDO, SUMMIT CTY, OKANOGAN, ESTES, JEROME CTY, HENRICO and IWO JIMA.

2. The Movement Unit will be activated without signal at Zero Hour.


3. Sortie reference points are as follows:

ALFA	33° 13.6'N	117° 34.5'W
X-RAY	33° 11.6'N	117° 36.8'W
OSCAR	33° 11.6'N	117° 42.8'W

4. Formation speed from Point ALFA to Point X-RAY is 8 knots. Upon ESTES arrival at Point X RAY, TU 176.0.3 will form cruising formation 53 in accordance with Tab A to Appendix I to this Annex. Formation guide is ESTES in Station O, formation axis is 270°T and formation speed from Point X RAY to Point OSCAR is 5 knots.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Zone Time: Tango (+7)

Annex FReconnaissance and Underwater Demolition

Ref: (a) COMPHIBPAC LOI ser 31-088 of 10 Feb 1967

(b) H.O. Misc 15010-25-1 (AMS V795 2550IV)

(c) COMPHIBPAC INST 03160.4

(d) COMPHIBPAC INST 3840.3A

Zone Time: Tango (+7)

TU 176.0.1	<u>Reconnaissance and Underwater Demolition Unit</u>	CDR T.H. McGLAUGHLIN, USN (CO, USS MADDOX DD 731)
	MADDOX (DD 731)	1 DD
TE 176.0.1.1	<u>Reconnaissance and Underwater Demolition Element</u>	LTJG J.M. ODUSCH, USNR (OinC, UDT-12 DET)
	UDT-12 DET	1 UDT DET
	2 PCF	2 PCF
TE 176.0.1.2	<u>Landing Force Amphibious Reconnaissance Element</u>	1ST LT K.R. FURR, USMC (CO, B CO, 5TH RECON BN 5TH MARDIV)
	DET 5TH MARDIV RECON BN	1 DET RECON BN

1. General Situation.

As set forth in Annex C and Intelligence Estimate and studies.

2. Mission. This force will conduct reconnaissance and effect underwater demolition on GREEN and RED Beaches, profile check of WHITE Beach and reconnaissance of the MARGARITA objective area from the high watermark, commencing D-3

IN ORDER TO

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a. Obtain information regarding beach gradients, surf conditions, obstacles, trafficability and enemy positions, defenses, caches and movement.

b. Destroy natural and/or manmade obstacles which would hinder the landing of amphibious craft and vehicles.

3. Execution.a. Reconnaissance and Underwater Demolition Unit (TU 176.0.1)

(1) Activate on D-3 at 1800T.

Shelton  
COO 790.

(2) Deliver Landing Force Amphibious Reconnaissance personnel and Underwater Demolition personnel for insertion in accordance with schedule set forth in Tab A to Appendix I. Provide support as required.

~~(3) Plant one Master Reference Buoy (MRB) for navigational purposes on the right flank of the Transport Area on D-2. Make position report of the MRB to Task Group 176.0 initially upon planting and additionally as changes occur. Lighting of the MRB will not be activated.~~

(3) Report on D-1 the presence (or absence) of kelp capable of clogging sea strainer intakes. Areas of interest for kelp report include the boat lanes and anchorage area within the AOA. Report will indicate whether the kelp is adrift, moored, on the surface, submerged, etc., and will estimate the size of the kelp bed. Negative report required.

(4) Collect information in accordance with Part II of Annex C.

(5) Provide boat at approximately H-3 on D-Day to Landing Force Amphibious Reconnaissance personnel (14 troops) for transportation from the support DD to the CATF flagship immediately upon the latter's anchoring in the transport area.

b. Reconnaissance and Underwater Demolition Element (TE 176.0.1.1)

(1) Arrive GREEN Beach MARGARITA via PCF delivery from the support DD on D-3 at about 2100T and conduct combat reconnaissance of GREEN Beach, commencing at about 2200T. Submit beach reconnaissance report via THRUST LINE (reference (c)); reports to include information on littoral and off-shore currents.

(2) Arrive RED Beach MARGARITA via PCF delivery from the support DD on D-2 at about 0200T and conduct combat reconnaissance of RED Beach.

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Operation OrderCOMPHIBGRU ONE 303-67

Upon completion, conduct profile check of WHITE Beach. Submit beach reconnaissance reports via THRUST LINE (reference (c)); reports to include information on littoral and offshore currents.

(3) Provide tactical SUROBS to CATF on D-2 at 2200T.

(4) Submit administrative SUROBS on D-1 at 1600T and 2000T.

(5) Conduct D-Day pre-assault combat reconnaissance at 0300T and simulated obstacle clearance on GREEN and RED Beaches. Designate lifeguards for assault exercise to remain on beaches after pre-assault reconnaissance. On completion of simulated obstacle clearance, place marker buoys on left flank of boat lane. (See Appendix I)

(6) Submit administrative SUROBS on D-Day commencing at 0001T and hourly thereafter until H-30 minutes.

(7) Collect information in accordance with Part II of Annex C.

c. Landing Force Amphibious Reconnaissance Element (TE 176.0.1.2)

(1) Covertly insert reconnaissance troops consisting of two teams at each of the two MARGARITA colored beaches, GREEN and RED, during the night of D-3/D-2 via PCF delivery from the support DD, commencing at 2000T.

(2) Conduct pre D-Day reconnaissance of GREEN and RED Beaches, MARGARITA, and routes of egress from the high watermark inland for the purpose of determining minefields and other defensive and offensive installations, troop concentrations, supply dumps, and significant terrain features which would hinder, impede or adversely affect Landing Force operations.

(3) Collect information in accordance with Part II of Annex C.

(4) Extract one team of the reconnaissance element from each of the two colored beaches, GREEN and RED, at 2100T on D-1 via small inflatable boats (IBS) and PCF's for transportation to the support DD for preliminary debriefing and transmission of reports to the CATF/CLF via KM-7.

(5) Upon arrival of CATF flagship in the transport area, extracted teams proceed via boat provided by CTU 176.0.1 and report to CATF/CLF for final debriefing.

(6) Landing Force Amphibious Reconnaissance Teams ashore break radio silence if directed by CATF to report latest pre H-Hour information and verify and update intelligence.

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COMHIBGRU ONE 303-67

(7) Revert to CTG 179.0 upon completion of debriefing aboard CATF flagship.

#### 4. Administration and Logistics

a. Upon completion of the reconnaissance and demolition mission, UDT personnel (minus lifeguards) will return to the support DD. Landing Force reconnaissance personnel embarked in the flagship of the Amphibious Task Force Commander for debriefing will be disembarked as directed by CATF.

b. Lifeguard personnel will return to San Diego as directed by CinC UDT 12 Detachment.

c. Required lifeguards shall remain as inconspicuous as possible commensurate with their task in order to minimize detracting from realism.

d. Make SUROB reports in accordance with Annex C and reference (d). For relay of SUROBS in an emergency or when normal communications fail, the following signals will be employed: (Repeat signal again in 5 minutes.)

Three (3) YELLOW FLARES	- Unsafe
Two (2) YELLOW FLARES	- High SURF
Two (2) GREEN FLARES	- SURF O.K.

NOTE: RED FLARES indicate a swimmer emergency and should not be used for any other purpose.

#### 5. Reports

a. Submit Beach Reconnaissance Reports on D-2 and D-Day pre-assault reconnaissance via THRUJUT LINE (reference (c)).

b. Submit IMMEDIATE precedence SUROB reports commencing D-2 in accordance with Annex C and reference (d).

c. TU 176.0.1 will be dissolved at 020500T August 1967 without signal and TE 176.0.1.1 CHOP to CTG 176.0 without report. TE 176.0.1.2 reverts to CTG 179.0 without report.

d. Upon completion of exercise, submit beach report and chart to CATF not later than 10 August 1967 for inclusion in post-exercise report.

#### 6. Command and Signal

a. Communications in accordance with Annex N.

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Operation Order

COMPHIBGRU ONE 303-67

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0


and Commander Amphibious Group ONE

Appendix

I - UDT Lifeguard Personnel

TAB A - Recon & UDT Schedule

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU CN 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS BOSTON (AGC 12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LBLT-:

Appendix I to Annex FUDT Lifeguard Personnel

1. UDT provide lifeguards to report to Beachmaster for duty on GREEN and RED Beaches as directed by Beachmaster. Lifeguards for WHITE Beach (alternate) not required unless directed by Beachmaster. In addition to the lifeguards stationed on the beaches, one lifeguard will be stationed in the LARC at GREEN Beach and one lifeguard will be stationed in each of two LARCs at RED Beach.
2. Lifeguard personnel transfer ashore administratively via PCF's and proceed to assigned beaches to arrive at GREEN Beach prior to H-1 hour and at RED Beach prior to H-Hour or as directed by Beachmaster.
3. UDT personnel on lifeguard duty at GREEN and RED Beaches remain at the beaches until released by Beachmaster. When released, return to the support DD, or as otherwise directed by CinC UDT 12 Detachment.

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

TAB:

A - Recon &amp; UDT Schedule

Authenticated:

G. J. DE MARSA

Lieutenant, U.S. Navy

Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9

Tab A to Appendix 1 to Annex F

Schedule of Events

<u>DAY</u>	<u>TIME</u>	<u>EVENTS</u>
D-3 30 July	1200T	UDT & Landing Force recon personnel embark in support DD at San Diego
D-3 30 July	2000T	Landing Force Amphibious Reconnaissance Element commence insertion at GREEN Beach, followed by insertion at RED Beach
D-3 30 July	2100T	UDT arrive GREEN Beach, MARGARITA via PCF delivery from DD
	2200T	UDT commence combat reconnaissance of GREEN Beach
D-2 31 July	0100T	UDT arrive RED Beach via PCF delivery from support DD
	0200T	UDT conduct combat reconnaissance of RED Beach and profile check of WHITE Beach
	2200T	UDT submit tactical SUROBS to CATF
D-1 1 August	1600T	UDT submit administrative SUROBS to CATF
	2000T	UDT submit administrative SUROBS to CATF
	2100T	Landing Force Amphibious Reconnaissance teams extract from GREEN and RED Beaches for preliminary debriefing aboard support DD to be followed by final debriefing on CATF flagship
D-Day 2 August	0001T	UDT commence hourly submission of administrative SUROBS to CATF

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<u>DAY</u>	<u>TIME</u>	<u>EVENTS</u>
D-Day 2 August	0300T	UDT conduct pre-assault combat reconnaissance and simulated obstacle clearance on GREEN and RED Beaches; conduct profile check of WHITE Beach; on completion of simulated obstacle clearance, place marker buoys on left flank of boat lane
H-2 2 August	0530T	Simulated demolition of obstacles GREEN Beach
H-1 2 August	0630T	Simulated demolition of obstacles RED Beach
H-30 min. 2 Aug	0700T	UDT terminate SUROB reports
H+4 2 August	1130T (about)	UDT Personnel (minus lifeguards) return to support DD

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Group, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600 JUL 67  
 Message Ref: LSLT-9

Annex GNaval Gunfire Support

Zone Time: TANGO (+7)

References: (a) NWIP 22-2A  
 (b) NWP 22(A)  
 (c) ATP 4(A)

Map: Camp J. H. PENDLETON, H.O. Misc. 15-010-50-1, 1/50.000

Task Organization: (Detailed Task Organization in Annex A)

TG 176.0	<u>Amphibious Task Force</u>	<u>RADM J.T. BURKE Jr., USN</u> (COMPHIBGRU ONE)
TG 179.0	<u>Landing Force</u>	<u>BGEN C. T. HAGEN, Jr., USMCR</u> (CG, 4TH MEB)
TU 176.0.5	<u>Naval Gunfire Support Unit</u>	<u>CDR T. H. McLAUGHLIN, USN</u> (CO, USS MADDOX DD-731)
	USS MADDOX (DD 731)(DD #1)	2/DD
	USS SHELTON (DD 790)(DD #2)	

1. Situation.

a. Enemy Forces: (As in basic operation order). See Appendix XIII  
 (Target List) to Annex C (Intelligence).

b. Friendly Forces: (As in basic operation order).

c. This annex provides for the employment and coordination of naval  
 gunfire in support of:

(1) Surface-borne amphibious landings over designated beaches at  
 F and H-Hour on D-Day.

(2) Helicopter-borne assaults at designated landing zones at L-  
 Hour on D-Day.

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Operation Order

COMPHIBGRU ONE 303-67

(3) Subsequent operations ashore.

2. Mission: This unit will provide naval gunfire support to the Amphibious Task Force in the objective area

## IN ORDER TO

support initially the surface-borne amphibious assault, and the helicopter-borne assault and subsequent operations ashore.

3. Execution.

a. TU 176.0.5 (Naval Gunfire Support Unit). Activate without signal and proceed to Fire Support Areas as shown in Appendix I (Naval Gunfire Support Operations Overlay) arriving not later than H-150 minutes, prepared to conduct simulated gunfire support missions.

(1) On order from CTG 176.0, commence simulating schedule of fires in the assigned zones of responsibility in accordance with Appendix I (Gunfire Support Operations Overlay) and Appendix II (D-Day Schedule of Fires).

(2) Coordinate the movement and stationing of Naval Gunfire Support ships in the assigned Fire Support Areas in order to optimize delivery of fires.

(3) Be prepared to assign forces as directed to support subsequent ground and helicopterborne operations ashore.

(a) Provide initially USS MADDOX (DD 731)(DD #1) in Direct Support of BLT 1/28 for surface assault landings at F and H-Hours over GREEN and RED Beaches respectively from FSA II.

(b) Provide initially USS SHELTON (DD 790)(DD #2) in Direct Support of BLT 1/23 for helicopter assault from FSA IV (simulated FSA because FSA's III, IV, V are in constructive Bay of Pulgas and Bay of California).

x. Coordinating Instructions.

(1) All naval gunfire will be simulated. Assigned gunfire support ships will plot missions, train mounts and directors, but will neither load nor fire.

(2) Gunfire Support ships may move to other FSA's as required, subject to the approval of CTU 176.0.5, to deliver fires on assigned targets. CATF will be notified over the NGF Control Net of the following: Ship, Destination, Mission, and ETR to the assigned FSA.

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Operation Order

COMPHIBGRU ONE 303-67

(3) Gunfire Support ships will be alert to detect and destroy enemy shore batteries which may endanger the amphibious task force.

(h) Priority of Fires.

(a) Defense of ships against counter-battery, air, submarine and surface attacks.

(b) Anti-mechanized and flak suppression fires.

(c) Call fires of an emergency nature.

(d) Call fires.

(e) Pre-Arranged/Scheduled fires.

(f) Certain pre-arranged/scheduled fires may take precedence over (d) above if so specified by Landing Force Commander.

(5) Priority of Targets

(a) Missile Sites

(b) Coastal Defense Installations

(c) Anti-Aircraft Guns

(d) Artillery Positions

(6) Commencement, cessation and/or modification of the Schedule of Fires will be announced by CATF over NGF Control Net.

(7) Fire Support ship's assignments to Fire Support Areas (FSA's), Fire Support Stations (FSS's), Zones of Responsibility (ZR's), see Appendix I (NGF Support Operations Overlay) and Appendix II (Schedule of Fires, D-Day).

(8) All naval gunfire missions, except scheduled fires, will be OBSERVED CALL FIRE to ensure positive identification of targets as hostile before they are taken under fire.

(9) Direct support NGF ships will be relieved on station by 1700T daily (constructive). Reliefs will be designated by CTU 176.0.5. The ship being relieved is responsible for briefing the relieving ship.

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Operation Order

COMPHIBGRU ONE 303-67

(10) Class E targets as designated in Target List will not be fired upon unless directed by CATF when control is afloat or CLF when control of Naval Gunfire has been passed ashore.

(11) Coordination of supporting arms will be in accordance with NWIP 22-2(A). Silence will denote approval of the mission. A definite disapproval will be transmitted by the SACC/FSCC if the mission cannot be fired. Words "DO NOT FIRE" will denote disapproval of a mission.

(12) For helicopter routings and landing zones, see Annex H, Appendix V.

(13) Restrictive Fire Plans in accordance with NWIP 22-2(A), para 816. (Code Word: PLAN YANKEE).

(14) VT fuze projectiles will not be fired over the heads of friendly troops unless specifically requested and authenticated by supported unit commander.

(15) SAV-A-PLANE procedures will be in accordance with Annex H, Appendix VI.

(16) NGF Air Spotter will be available in accordance with Appendix IV (NGF Support Communications).

(17) Unless otherwise requested by spotters, standard number of guns and salvos as follows:

(a) Adjustment of fires: 5"/38 - 2 guns

(b) Fire for effect: 5"/38 - 4 guns - 3 salvos (12 rounds)

(18) Universal Transverse Mercator (UTM) grid reference system will be used for target designation.

(19) Direct Support Ships keep SACC informed of position of supported troops at all times.

(20) NGF spot teams keep direct support ships informed of friendly positions.

(21) Smoke (WP) and Illumination missions will be fired on request of supported units. These missions will be coordinated at next higher level when in proximity to unit boundaries.

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Operation Order

COMPHIBGRU ONE 303-67

(22) Fires through helicopter approach and retirement routes are permitted provided the ship/spotter can observe to ensure safety of the helicopters.

(23) Unless specifically changed by the supported unit commander, the following will be adhered to in the execution of NGF support missions:

OBSERVED FIRES

<u>WEAPONS</u>	<u>PARALLEL TO FRONT LINES</u>	<u>NOT PARALLEL TO FRONT LINES</u>
3 Inch	200 yards	350 yards
5 Inch	200 yards	350 yards

(24) VT fuzed rounds will not be fired into areas in which close air support missions are being conducted.

(25) Operational Reports in accordance with Appendix III (Reports) will be submitted over NGF Control Net.

(26) Naval Gunfire concentrations, will be prefaced as follows:

(a) 1/23 Delta Alpha

(b) 1/28 Delta Bravo

(c) RLT 23 Delta Foxtrot

(d) Air Spotters - Utilized Date/Time Group (Local).

(27) Landing Force fire support requirements for post D-Day operations will be submitted daily by 2100T to CATF or CLF after control of Naval Gunfire is passed ashore.

4. Logistics.

a. Gunfire Support Ships will have 100% wartime allowance of ammunition on board D-Day (Simulated).

b. Eighty percent of wartime ammunition allowance is allocated for shore bombardment.

c. Twenty percent of bombardment allowance for all calibers will be reduced charge.

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Operation Order

COMPHIBGRU ONE 303-67

d. Ammunition re-supply will be constructive.

5. Command and Communications/Electronicsa. Command

(1) CATF (CTG 176.0 and SAGC) in USS ESTES (AGC 12).

(2) CLF (CTG 179.0 and FSCC)

Afloat: In USS ESTES (AGC 12)

Ashore: Report location as established

b. NGF Support Communications in accordance with Appendix IV (Naval Gunfire Support Communications Plan).

c. Control and Coordination of Supporting Arms will be passed ashore in accordance with NWIP 22-2(A).

J. T. BURKE, Jr.


Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

## Appendices:

- I Naval Gunfire Support Operations Overlay
- II Schedule of Fires (D-Day)
- III Reports
  - Tab A - Naval Gunfire Support Report Form
- IV Naval Gunfire Support Communications
  - Tab A - Call Sign and Frequency Chart

Authenticated:

  
 G. J. DE MAREA  
 Lieutenant, U. S. Navy  
 Flag Secretary
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Operation Order  
COMPHILBCRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS LSTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9

Appendix III to Annex GReports

Zone Time: TANGO (+7)

1. Routine and Situation Reports: Naval gunfire support ships will make the following reports to Commander Amphibious Task Force as occurring during the amphibious assault and to the CLF after control is passed ashore.

a. Mission Begins (Code Word CANDY): Transmitted over the Naval Gunfire Control Net. Made at first opportunity before, during or after each non-scheduled fire mission and numbered consecutively by firing ship. This report is not a request for permission to fire and a fire mission will not be delayed for its transmission.

b. Mission Completed (Code Word SUGAR): Transmitted over the Naval Gunfire Control Net. Made upon completion of each non-scheduled fire mission. Numbered consecutively by each gunfire support ship to correspond to the CANDY report which it complements.

c. New Target Report (Code Word HONEY): Transmitted over the Naval Gunfire Control Net to report new target discovered, but not fired on, and corrected locations of targets previously reported that have been found in error.

d. Ammunition Reduced by 20% (Code Word SPICE): Transmitted over Naval Gunfire Control Net. Made when fire support ships reports on station, when requested and when bombardment ammunition remaining on board is reduced by increments of 20% for each type.

e. Target Not Fired (Code Word PICKLE): Transmitted over the Naval Gunfire Control Net when a scheduled target cannot be fired on or is fired on with a probable effectiveness of less than 50%. The report will include target number, description and reason for failure to accomplish mission.

f. Ammunition Summary (Code Word PEPPER): Made to SFCP or Air Spotter on the assigned spotting net upon initially establishing communications or when requested. Ammunition to be reported by type, caliber and amount.

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Operation Order

COMPHIBGRU ONE 303-67

g. Target Damage Assessment Summary (Code Word SALT): Made beginning at 1200 on D-Day and every 6 hours thereafter. Includes all target damage assessment since ships last SALT report. Naval Gunfire Control Net.

h. Scheduled Fire Mission Completed (Code Word MUSTARD): Made at completion of each scheduled fire mission over the Naval Gunfire Control Net.

2. Form of Report

a. Utilizing the form in Tab A, reports will be formulated and transmitted according to the following examples:

- (1) EXERCISE GOLDEN SLIPPER, 211315. SUGAR ELEVEN. ALFA CALL FIRE. BRAVO MIKE 11 COORDINATE 852605. CHARLIE MORTARS. DELTA MAIN.
- (2) EXERCISE GOLDEN SLIPPER. 211315. SUGAR ELEVEN. ECHO SHORT STOP. FOXTROT DESTROYED. GOLF 1 HICKENBACKER 20.

b. Date/time group of report indicates a specific time dependent upon the particular report meaning as explained in Tab A.


3. CANDY and SUGAR reports will not be made on targets fired on in accordance with the schedule of fires in Appendix II.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Tab

A Supporting Arms Report Form

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JUL 67  
 Msg Ref: LSLT-9

Tab A to Appendix III to Annex GNaval Gunfire Report FormFire Support Ship Call SignDate/Time GroupREPORT (Check)Elements to be ReportedSubject

( ) CANDY

Alfa, Bravo, Charlie,  
Delta, Echo

Mission Begins

( ) SUGAR

Bravo, Charlie, Echo,  
Foxtrot, Golf

Mission Completed

( ) HONEY

Alfa, Bravo, Charlie,  
Kilo

New Target

( ) SPICE

Hotel

Ammo Reduced by 20%

( ) PICKLE

Bravo, Charlie, Kilo

Target Not Fired

( ) PEPPER

India

Ammo Summary

( ) SALT

Bravo, Charlie, Foxtrot,  
Golf

Damage Summary

( ) MUSTARD

Bravo, Charlie, Foxtrot

Scheduled Mission  
Completed

ALFA:

(Type Mission: call fire, target of opportunity, etc.)

BRAVO:

(Target Number/Coordinates)

CHARLIE:

(Target Description)

DELTA:

(Battery/Main or Secondary)

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Operation Order

COMPHIBGRU ONE 303-67

ECHO:

(Agency Controlling Fire)

FOXTROT:

(Damage Assessment)

GOLF:

(Ammunition Expended-Utilize JANAP 144 Code)

HOTEL:

(Percentage B/A Remaining-Utilize JANAP 144 Code)

INDIA:

(Ammunition Summary)

KILO:

(Action Taken/Contemplated)

JANAP 144 Code Words

3"/50	Tucker
5"/38	Rickenbacker
5"/54	Marmon
5" SSR	Stanley Steamer
6"/8"	Durant

Red. Charge	Mercedes
-------------	----------

AAC	1
AP	2
Common	5
HC	6
Illum	7
VT	8
WP	11

Example: "7 RICKENBACKER 46" = 46 rounds of 5"/38 Illumination.

J. T. BURKE, Jr  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

Authenticated:

*G. J. De Marra*  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

Appendix IV to Annex GNaval Gunfire Support Communications1. Naval Gunfire Nets.

a. Naval gunfire support communications will be activated, controlled, and used in accordance with Tab A to this Appendix.

2. Air Spot.

a. Spotting planes will be available on station. Assignments of spotting planes will be made over the Naval Gunfire Control Net and Naval Gunfire Air Spot Net. Call signs of the air spot planes will be promulgated at time of assignment.

b. All requests for NGF air spotting will be submitted to SACC (NGF) for approval on a mission-by-mission basis.

3. Authentication.

a. Use effective authentication in accordance with Annex N. The responsibility for issuing the challenge in any two-way communication will always rest with the CALLED PARTY, never with the calling party.

b. When authenticating ZULU time will be used.

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Tab:

A. Call Signs and Frequency Chart.

Authenticated:

G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Mag Ref: LSLT-9

Tab A to Appendix IV to Annex G

Call Sign and Frequency Chart

	Circuit Designator	G1A	G1B	G2A	G2B	G3A	G3B	G4A	G4B	F5A	F5B	
	Emission	6A3	6A3	6A3	6A3	3A3	3A3	6A3	6A3	6A3	6A3	
	NET TITLE	NGF CONTROL (P)	NGF CONTROL (S)	SFC SPOT #2 (P)	SFC SPOT #2 (S)	SFC SPOT #1 (P)	SFC SPOT #1 (S)	NGF AIR SPOT(P)	NGF AIR SPOT(S)	TATC (P)	TATC (S)	
	FREQUENCY	8798 KC	6040 KC	6520 KC	9639 KC	(9507)9508.5 MC	(9594)9595.5 MC	310.6 MC	361.0 MC	265.8 MC	320.2 MC	
UNIT	ACTIVATION	A	B	B	B	B	B	A	B	B	B	ACTIVATION
	CALL SIGN (VOICE)	<div></div>										CALL SIGN (CW)
CTG (SACC/NGF)	GRAY OAK B 26	C	O	X	W	X	W	W	W	W	W	
CTG 179	AUGUST MOON											71 EQ
RLT 23 (FSCC/NGF)	HALF CROWN BAILEY 26	X	W	X	W	X	W					
NGF SUPPORT UNIT (TU 176.0.5)	AFTERNOON E	X	W			X	W	X	W			J 1 YY
DD #1 MADDOX (DD 731)	FLYING ARROW	X	W			X	W	X	W			NHRK
DD #2 SHELTON (DD 790)	BAREFOOT	X	W	X	W			X	W			NKRR
BLT 1/23 NGLO	HUG CUTTER 26" 0"			C	W			W	W			
BLT 1/28 NGLO	AMANDA 26" 0"					C	W	W	W			
A/1/28	AMANDA ALFA					X	W	W	W			
AIRBORNE SPOTTER	(To Be Issued)											

Authenticated:

  
 G. J. DE MAKRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

 J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

ANNEX HAIR OPERATIONS

Zone Time: TANGO (+7)

References: a. Maps and Charts:

(1) AMS Series V795, 1:50,000 Sheets 2450 I, 2550 III and  
2550 IV

(2) U.S.C. and G. Survey, Chart, San Diego sectional, 1:50,000

b. Publications:

(1) ATP 1(A) Vol 1

(2) NWP 16(B)

(3) NWP 22(A)

(4) NWP 31(A)

(5) NWP 32(B)

(6) NWP 37(A)

(7) NWIP 10-1

(8) NWIP 22-1(B)

(9) NWIP 22-2(A)

(10) NWIP 22-3(B)

(11) KAA-60

(12) KAC 132/138

(13) OPNAV INST 3710.7D

(14) CINCPACFLT INST 3130.1C

(15) COMWESTSEAFRON INST 3120.1F

Task Organization: (Detailed Task Organization in Annex A)

1. General Situation:

a. See basic Operation Order

b. Enemy forces:

See Annex C

c. Friendly Forces:

(1) MAG 42 provides attack and fighter aircraft in support of the Landing Force in accordance with Appendix II (Air Schedules). Provides air defense of the Landing Force within the AOA and at aircraft operating bases. Provides TAC(A) using fixed wing aircraft if required. Conducts fixed wing aerial resupply of the Landing Force as directed.

(2) MAG 46 provides and employs transport helicopters in the ship-to-shore movement in accordance with Annex I and Appendix II (Air Schedules) to this Annex. Employs helicopters to support subsequent operations ashore in accordance with 4th Marine Expeditionary Brigade and Landing Force OP PLAN/OP ORD 2-67. When directed, in accordance with 4th Marine Expeditionary Brigade and Landing Force OP PLAN/OP ORD 2-67 establishes helicopter units ashore. Conducts resupply and Medevac operations as required. Provides TAC(A) as directed. Provides Air Search and Rescue in accordance with Appendix VII (SAR). Provides Landing Zone Control Team for D-Day ship-to-shore operation.

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Operation Order

COMPHIBGRU ONE 303-67

(3) MASS 4 establishes and operates a TADC/DASC in the vicinity of coordinates 642822. Prepares to assume control of all air operations in the objective area when control is passed to the Landing Force. Provides the HDC within the TADC/DASC.

(4) MACS 23 establishes a TAOC at MCAS, Yuma to control the air defense of the operating base.

2. Mission:

This force will conduct air operations prescribed herein in order to assist in accomplishing the CATF's mission.

3. Execution:a. Landing Force (TG 179.0)

(1) Provide aircraft and conduct air operations in accordance with this Annex.

(2) Direct specific air operations from established facilities ashore in accordance with this Annex and, when directed, take control of air operations in the AOA.

(3) Assist in conduct of SAR as directed.

b. Flagship Element TE 176.0.0.1

Provide AAW facilities and personnel for FAAWC

c. Tactical Air Control Element TE 176.0.0.2

(1) Act as TAC and establish a TACC in ESTES (AGC-12) for CTG 176.0

(2) Control all aircraft assigned in support of the ATF within the AOA.

(3) Act as FAAWC while in the AOA.

(4) Coordinate air SAR operations within the AOA.

(5) Provide a TACC aboard USS IWO JIMA (LPH-2) when directed.

d. Coordinating Instructions

(1) The air portion of the AOA becomes effective at 0500T D-Day. Upon activation of the air AOA, air traffic control will be in accordance with this Annex.

(2) Air SAR in accordance with Appendix VII.

(3) AAW and AA coordination in accordance with Appendix VIII.

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Operation Order

COMPHIBGRU ONE 303-67

- (4) IFF/SIF codes in accordance with Appendix IX.
- (5) The UTM MGRS will be used for target locations.
- (6) Control of air will be passed ashore when mutually agreed upon by CATF and CLF.

4. Administration and Logistics:

- a. Air Operations reports in accordance with Appendix XI.
- b. Abbreviations in accordance with Appendix XII.
- c. Logistics in accordance with Annex L.

5. Command and Signal:

- a. Communications in accordance with Appendix X and Annex N.
- b. TAC in ESTES (AGC-12).
- c. FAAWC in ESTES (AGC-12).

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Appendices:

- I Concept of Air Operations
- II Aircraft Schedules
  - Tab A-Air Schedule D-Day and D+1
- III Aircraft Armanent
- IV Approach and Retirement Procedures
  - Tab A - Approach and Retirement Diagram
  - B - TACAN Low Altitude Approach Plate (GOLDEN SLIPPER)
  - C - TACAN High Altitude Approach Plate (GOLDEN SLIPPER)
  - D - Standard Instrument Departure (GOLDEN SLIPPER)
  - E - Air Navigation Aids

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Operation Order

COMPHIBGRU ONE 303-67

Appendices:

- V Helicopter Control and Protection Plan
  - Tab A - Aircraft Mission Request Form
  - B - Helicopter Control Point Coordinates
  - C - Helicopter Landing Zone Coordinates
  - D - Helicopter Traffic Control System Overlay
- VI General Instructions and Safety Protection
  - Tab A - Tactical Air Request Form
- VII Search and Rescue
  - Tab A - SAR Incident Form
  - B - SAR Alerting Message Form
  - C - SAR Amplifying Message Form
  - D - SAR Sighting Report Form
  - E - SAR Report of Survivors Form
  - F - Daily Summary of SAR Operations Form
- VIII Anti-Air Warfare
- IX Air Communications
  - Tab A - Air Frequencies
  - B - Call Signs
  - C - IFF/SIF Procedures
- X Reports
  - Tab A - Aircraft Availability Report
  - B - Aircraft Daily Operations Summary
- XI Abbreviations

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Lieutenant U.S. Navy  
Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9Appendix I to Annex HConcept for Air Operations

Zone Time: Tango (+7)

Reference: (a) NWP 22(a)

1. Tactical Air Operations: During this exercise, tactical air operations will be required for support of the covering force preliminary operations, the amphibious assault, and subsequent operations ashore.

a. Preliminary air operations will consist of photographic reconnaissance of the objective area.

b. Supporting air operations, to include CAS, AAW, reconnaissance, air spot, observation, transport, and helicopter operations will be conducted during the amphibious assault and subsequent operations ashore. This support will be provided by Landing Force Aviation in support of the scheme of maneuver.

2. Command Air Support: Command Air Support, liaison, and other administrative air transport will be provided by helicopters from HC-1, and IWO JIMA.

3. AAW: During this exercise, naval forces will conduct AAW training to enhance their air defense capabilities. Propellor driven aircraft may be available to act as bogies in support of this training. In view of the density of non-exercise air traffic operating in the area which would normally include the major Threat Sector, an exercise Threat Sector in the seaward area will be established. Controlled bogie aircraft will attack the force within the exercise Threat Sector.

4. Air AOA: The Air AOA will include the airspace over Talega and Margarita, and off-shore airspace which lies within a 50 nautical mile arc from the Ocean-side VORTAC and excluding any other restricted areas. The air portion of the AOA will become effective at 0500T on D-Day.

5. Command Relationships:

a. Command relationships and control of air operations (to include passage of control ashore) will be in accordance with procedures outlined in NWP 22(A).

b. Primary air control agencies and their general responsibilities are as follows:

(1) A TACC afloat will be established in ESTES, and in coordination with SACC agencies, will exercise control of supporting air operations until responsibility for supporting arms coordination has passed ashore.

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(2) A Tactical Air Operation Center will be established at MCAS, Yuma to provide AAW defense for that area.

(3) A Helicopter Direction Center will be established aboard TWO JIMA for control of the helicopter ship-to-shore movement. Helicopter control will remain under this HDC until completion of the ship-to-shore movement or until control of air has passed ashore, whichever occurs later.

(4) A DASC will be administratively positioned within the AQA prior to the arrival of the Amphibious Force, the DASC will operate under the control of the TACC afloat until control of air is passed ashore.

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Commander Amphibious Task Force, CTG 176.0  
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USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSIT-9

Appendix II to Annex HAircraft Schedule

Zone Time: Tango (+7)

Reference: (a) NWP 32(B)

1. Air schedule event numbers are as follows:

<u>Event Numbers</u>	<u>Description</u>
1-29	Strike/Interdiction/Armed Recon
30-39	Helicopter Escort
40-49	CAP
50-79	CAS
80-99	TAO, Air Spot, TAC(A)
100-119	Troop or Cargo Lifts
120-129	ASW
130-139	AEW/ECM
140-149	Reconnaissance, Photo, Multi-sensor
150-159	Medevac
160-169	Refueling
170-179	SAR
180-200	Misc.

2. Event numbers will be repeated each day.

3. Relieving aircraft assume the event number of the aircraft that they relieve, with a letter suffix in sequence, e.g. 52A, 52B, etc.

4. Modification to the published schedules will be promulgated by message or voice communications in the following format:

A/C OP SCHED

ALFA	Event Number
BRAVO	Time on Station
CHARLIE	Number and Model A/C
DELTA	Mission
ECHO	Provided by
FOXTROT	Ordnance
GOLF	Report to/on Net
HOTEL	Entry Point/Altitude
INDIA	Special Instruction

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5. Scheduled events should not be cancelled. A reduced number of aircraft may be provided for a specific event. Should it become impossible to fulfill schedules, the TACC will be notified.

6. Aircraft launched from an alert status will be replaced by other aircraft in the same alert status. Alert status will be given "Alert + Time" (see NWP 32(B), Paragraph 462).

7. Time on station is the scheduled time of arrival over the designated entry point.

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Tab A - Air Schedule D-Day and D+1

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U. S. Pacific Fleet  
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 USS ESTES (AGC-12), Flagship  
 San Diego, California  
 DTG: 171600Z JUL 67  
 Msg Ref: LSLT-9

Tab A (Aircraft Schedules) to Appendix II to Annex H (Air Operations)

Ref: None

Time Zone: Tango (+7)

D-Day

Event	Time on Station	Number/ Type Aircraft	Mission	Providing Unit	Ordnance (Simulated)	Control Agency Frequency	Entry Point	Remarks
150	H-2Hrs to 2400	1 H-34	SAR MedEvac	MAG-46	1 Lincoln	TACC		Alert + 05
40	H-2 to Secure of Air OPS	2 F-8	Strip Alert Air Defense	MAG-42	Rambler Nash	TACC		Alert + 05 Check in with TACC on GOLD if entering AOA
1	F-15 to F HR F-HR to F + 05	4 F-8	Green Beach Prep, Green Beach Strafe	MAG-42	2 Chrysler Nash	TACC/GOLD	Alice	
170	L-30 to Comple- tion of Shipboard Helo OPS	1 H-34	SAR Airborne	MAG-46	Lincoln	HDC/		
30	L-25 to comple- tion of Helo Ship to Shore movement	4 A4	Helo Escort	MAG-42	2 Chrysler Nash	TACC/GOLD	Betty	4 A4 first flight, 2 A4 all subsequent flights. Re- lieve on Sta- tion

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COMPHIBGRU ONE 303-67

## D-Day

Event	Time on Station	Number/ Type Aircraft	Mission	Providing Unit	Ordnance (Simulated)	Control Agency Frequency	Entry Point	Remarks
80	L-20 to First Helo Touchdown in LZ to completion of Helo ship-to-shore move- ment	1 UH1E/H-34	TAC(A)	MAG-46	Lincoln	TACC/GOLD		
2	L-15 to first helo touchdown in LZ	2 A-4	LZ Prep	MAG-42	6 Chevy 2 Corvair Nash	TACC/GOLD	Betty	May be 2A4 from event 30
50	H-15 to H+1	4 A4	CAS	MAG-42	6 Chevy 2 Corvair Nash	TACC/GOLD	Betty	
51	H+1 to Sunset	2 A4	CAS	MAG-42	6 Chevy 2 Corvair Nash	TACC/GOLD	Betty	A/C Relieve on Station
3	H-15 to H HR H-HR to H+05	8 A4	Red Beach Prep Red Beach Strafe	MAG-42	6 Chevy 2 Corvair Nash	TACC/GOLD	Betty	
100	L-30 to completion	All Avail H-34 4 CH46 4 CH53	Helo Ship to Shore Movement	MAG-46	Lincoln	HDC/		See Annex I
180	TBA	1 US2B	AAW/MISC	TACRON 12		TACC/GOLD	Tessie	

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D+1

Event	Time on Station	Number/ Type Aircraft	Mission	Providing Unit	Ordnance (Simulated)	Control Agency Frequency	Entry Point	Remarks
150	0001 to Secure of Air OPS	1H-34	SAR MedEvac	MAG-46	Lincoln	TACC/TADC		Alert +05
40	0001 to Secure of Air OPS	2 F8	Strip Alert Air Defense	MAG-42	Rambler Nash	TACC		Alert +05 Check in with TACC on GOLD if entering AOA
50	0001- to 0600	2 A4	CAS	MAG-42	6 Cadillac 2 Chrysler Nash	TACC/TADC	Betty	Alert +15
51	0600 to Secure of Air OPS	2 A4	CAS	MAG-42	6 Cadillac 2 Chrysler Nash	TACC/TADC	Betty	Relieve on Station
180	TBA	1C-119	Aerial Resupply	MAG-42	None	TACC/TADC	Tessie	
41	TBA	2F8	CAP for Event 180	MAG-42	Rambler Nash	TACC/TADC	Tessie	
100	TBA	11 H-34	Troop Lift	MAG-46	Lincoln	TACC/TADC		
101	0001 to Secure of Air OPS	4 H-34	Strip Alert Resupply	MAG-46	Lincoln	TACC/TADC		Alert +15

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Appendix III to Annex HAircraft Armament

Zone Time: Tango (+7)

1. General

a. Aircraft will simulate loads as scheduled in Appendix II. For exercise purposes, when a change of armament is directed by TACC, squadrons involved will observe a realistic delay before launching aircraft.

b. All CAS aircraft are assumed to have MER or TER capability. Loads are computed to allow aircraft to carry one external fuel tank.

c. Pilots will report ordnance expended and/or remaining in plain language, e.g., "Two MK 81 and one MK 82 expended, One MK 82 remaining."

d. Ordnance and fuel tank jettison will be in accordance with Appendix VI.

e. The below listed Armament Load Codes will be used for assignment of aircraft loading. Aircraft deviating from the assigned code will report the deviation in plain language. Special loads will be requested by TACC in plain language if not covered by the armament code.

<u>CODE NAME</u>	<u>TYPE WEAPONS</u>	
Cadillac	250 GP Bomb (SNAKEEYE)	MK81
Olds	500 GP Bomb (SNAKEEYE)	MK82
Ford	1000 GP Bomb	MK83
Chevy	250 GP Bomb	MK81
Pontiac	500 GP Bomb	MK82
Mustang	500 NAPALM	MK77
Corvair	1000 NAPALM	MK79
Plymouth	19 Shot 2.75 FFAR Rocket Pod A7D	
Chrysler	4 Shot ZUNI PACK	
Nash	20 MM	
Rambler	SIDEWINDER	
Lincoln	7.62 MM, 200 rounds per gun.	

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and Commander Amphibious Group ONE  
USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9Appendix IV to Annex HApproach and Retirement Procedures

Zone Time: Tango (+7)

1. General

a. The Air AOA includes the airspace above the nations of Talega and Margareta plus the airspace to seaward encompassed by a 50 NM arc from the Oceanside VORTAC extending from the surface to flight level 235. The AOA will be established at 0500T on D-Day.

b. Reference points are depicted in Tab A.

2. Instrument Flight

a. Actual instrument departures, descents, approaches, and flight will be in accordance with FAA and DOD regulations. Pilots will follow the procedures established at the airfield in use for instrument departures and approaches.

b. Exercise Instrument Approach and Departure Plates for GOLDEN SLIPPER are depicted in a Tabs B, C, and D. These procedures are for problem purposes only and must be used only in VFR conditions.

3. Flight Procedures in AOA

a. Aircraft crossing airways under VFR conditions will do so at an angle greater than 45 degrees. Exercise aircraft will not fly in IFR conditions unless properly cleared by civil air traffic control agencies.

b. Exercise aircraft will not penetrate the ADIZ, APC, or airspace reservations other than those reserved for exercise use unless properly cleared.

c. Pilots of all aircraft will be alert for items of intelligence value. Information considered of value will be reported to TACC on any frequency.

d. Unless otherwise cleared by TACC, or one of its agencies, the following altitude limitations are established for aircraft in the assault area:

(1) Helo's, liaison and light aircraft      0-1000' above terrain but not over 2500MSL

(2) Other aircraft      Minimum 2000' above the terrain unless cleared lower by control agencies.

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e. Ceiling and visibility minimums to be observed while actually performing a specific mission will be the responsibility of the pilot and the control agency involved; however, the following absolute weather minimums for aircraft operations in the AOA by tactical aircraft are established:

- |                                |   |
|--------------------------------|---|
| (1) All Jet Aircraft           | 5000' ceiling, 5 miles visibility   |
| (2) Helicopter                 | 500' ceiling, 2 mile visibility (day)<br>1000' ceiling, 3 mile visibility (night) |
| (3) Liaison and Light aircraft | 1000' ceiling, 3 mile visibility  |

4. Approach Procedures

a. Scheduled aircraft will contact TACC on the TATC net approaching the assigned entry point. The following information will be included in the check-in report:

- (1) Call sign and event number
- (2) Position and altitude
- (3) Number and model of aircraft
- (4) Mission
- (5) Ordnance
- (6) Estimated time of departure
- (7) Any amplifying information. Include clear statement of number of simulated aircraft in the flight.

b. Aircraft will be assigned an orbit point and switch to an air control frequency for the execution of their mission.

c. Non-scheduled aircraft will contact the TACC on the TATC net approaching an entry point with the following information;

- (1) Aircraft identification, model and number of aircraft
- (2) Position and altitude
- (3) Purpose of flight, stops, desired route and/or destination
- (4) ETA destination, ETD from AOA.

d. Aircraft will not proceed beyond entry points until contact has been established with TACC. If radio contact cannot be made on assigned net, aircraft are to orbit the entry point and attempt contact on other nets. If communications cannot be established, aircraft will return to base.

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5. Retirement Procedures

a. At the completion of each direct air support mission, the flight leader will report ordnance expended, damage assesment, and any intelligence to TACC on last assigned net.

b. Upon completion of final mission, aircraft will switch to TATC for departure instructions. The flight leader will supply TACC with the following information:


- (1) Call sign and event number
- (2) Position and altitude
- (3) Estimated Time Enroute to base.

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Tabs

- A - Approach and Retirement Diagram
- B - TACAN Low Altitude - GOLDEN SLIPPER
- C - TACAN High Altitude - GOLDEN SLIPPER
- D - Standard Instrument Department - GOLDEN SLIPPER
- E - Air Navigation Aids

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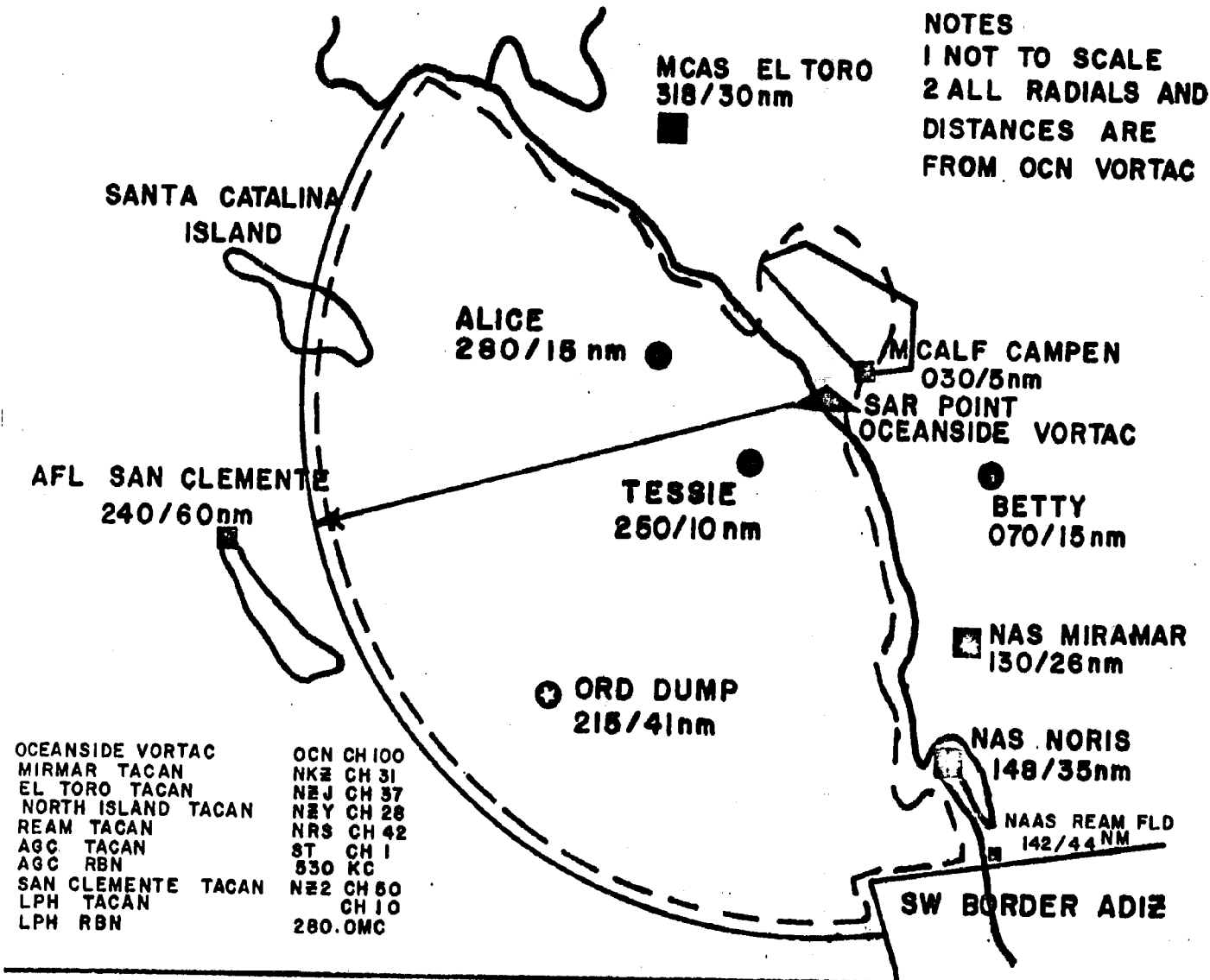
San Diego, California

DTG: 171600Z JUL 67

MSG REF: LSLT-9

Tab A to Appendix IV to Annex H

Approach and Retirement Diagram



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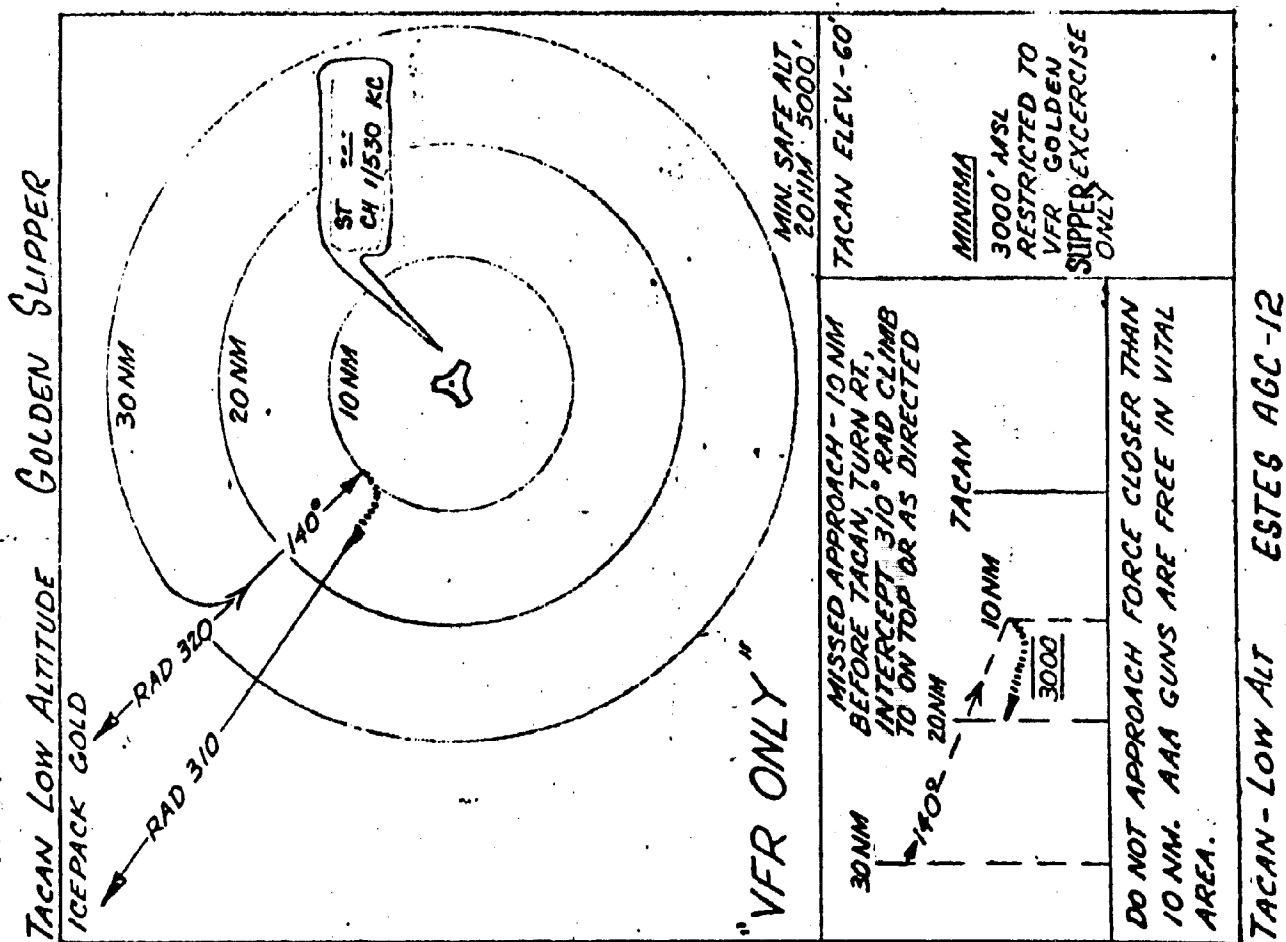
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Msg Ref: LSLT-9

Tab B to Appendix IV to Annex H

TACAN Low Altitude Approach Plate (GOLDEN SLIPPER)

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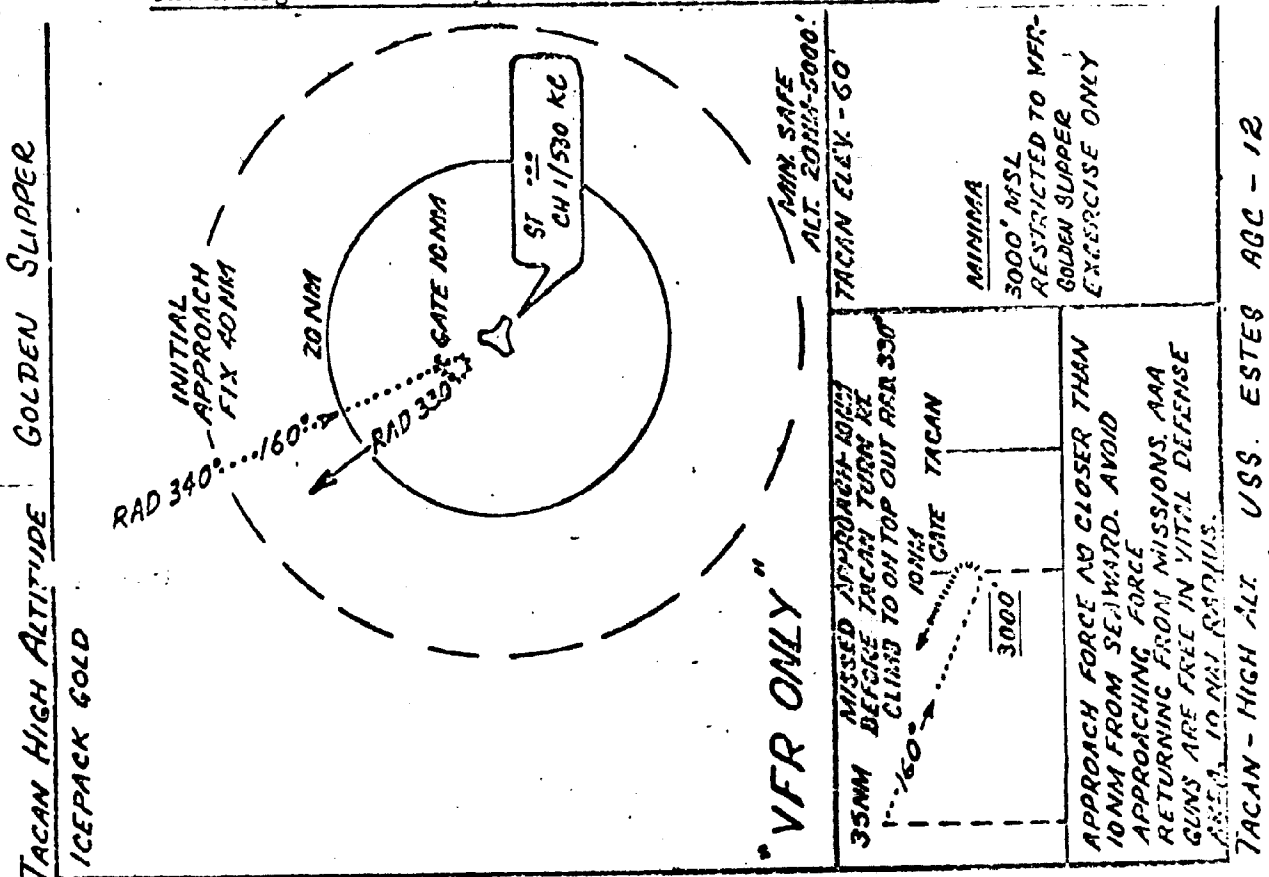
San Diego, California

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Msg Ref: LSLT-9

Tab C to Appendix IV to Annex H

TACAN High Altitude Approach Plate (GOLDEN SLIPPER)



AUTHENTICATED:

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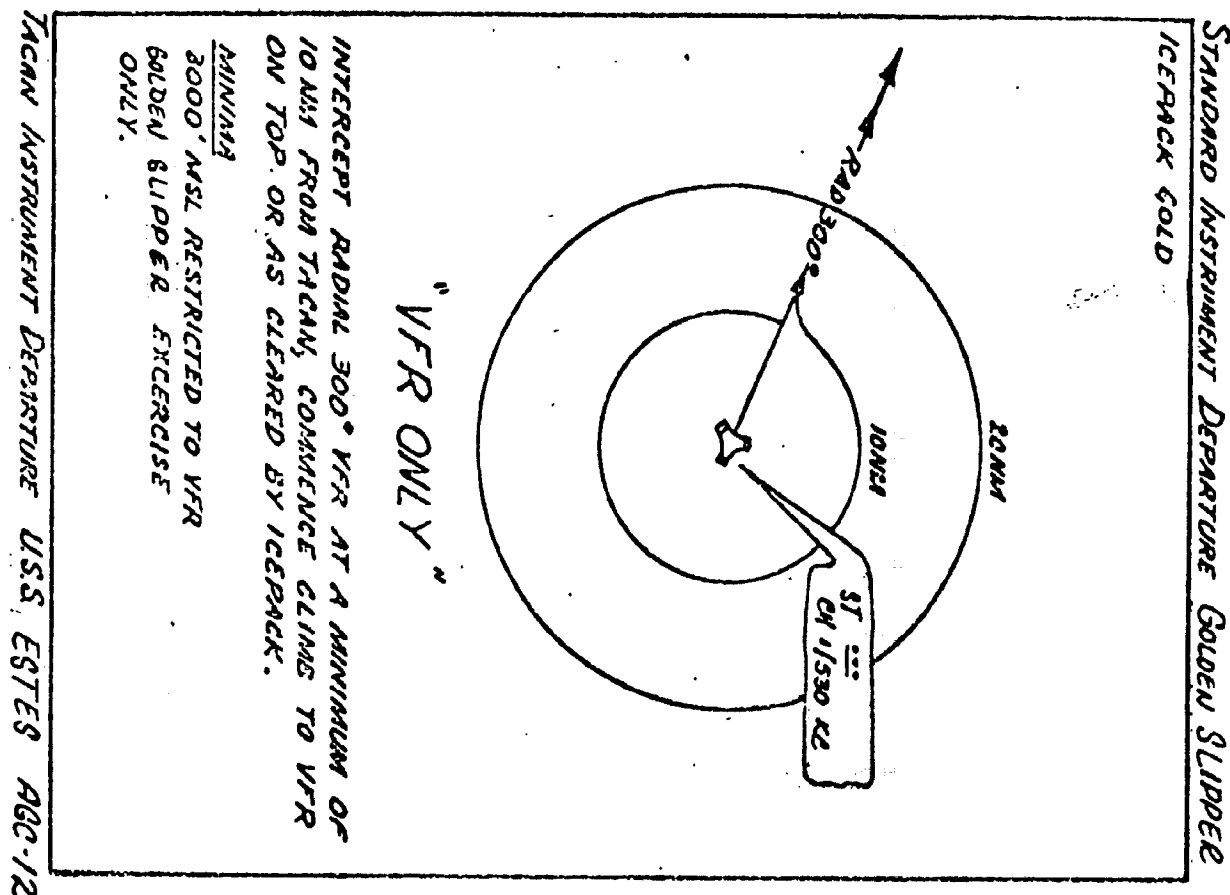
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Tab D to Appendix IV to Annex H

Standard Instrument Departure (GOLDEN SLIPPER)



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San Diego, California

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Msg Ref: LSLT-9

Tab E to Appendix IV to Annex HAir Navigation Aids

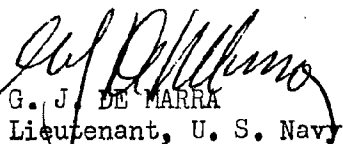
<u>Station</u>	<u>Type</u>	<u>Freq or Channel</u>	<u>Ident</u>
Oceanside	VORTAC	Channel 100	OCN
El Toro	TACAN	Channel 37	NZJ
El Toro	VOR	110.0	NZJ
El Toro	RBN	410	NZJ
Miramar	TACAN	Channel 31	NKX
Miramar	RBN	279.0	NKX
San Clemente	TACAN	Channel 50	NZ2
San Clemente	RBN	268.5	NZ2
North Island	TACAN	Channel 28	NZY
Coronado	RBN	283.0	NZY
Coronado	RBN	206	NZ8
San Diego	VORTAC	Channel 125	SAN
San Diego	VOR	117.8	SAN
USS ESTES	TACAN	Channel 1	ST
USS ESTES	RBN	530KC	ST
USS IWO JIMA	TACAN	Channel 10	MY
USS IWO JIMA	RBN	280.OMC	MY

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San Diego, California

DTG: 171600Z JUL 67

Msg REF: LSLT-9

Appendix V to Annex HHelicopter Control and Protection Plan

Zone Time: TANGO (+7)

Reference (a) NWIP 22-3(B)

1. General

a. Landing Force helicopters will be used by CLF to move men and supplies in support of the scheme of maneuver, and to perform TAC(A)/TAO mission.

b. Navy helicopters will be used to provide administrative, CIB, liaison, and command support to CATF and CLF.

c. Helicopter control will be in accordance with NWIP 22-3(B) and this Appendix.

2. Helicopter Control Agencies

a. Helicopter direction will be maintained by the HDC for CATF until air control is passed to the CLF and the helicopter ship-to-shore movement is completed.

b. Helicopter direction will be provided by the DASC after control is shifted ashore.

3. TACC/DASC Helicopter Control Coordination

a. The DASC will advise the TACC of helicopter missions and intended flight routing.

b. A TAC(A) or TAO will be used to augment and extend the communications and direction capabilities of the TACC and the DASC as required.

4. Helicopter Direction Procedures

a. After initial lift-off for a mission, helicopters will check-in with the HDC on the HC#1 net. A shift will then be made to an appropriate HC net for positive direction within the AOA until completion of the mission at which time the aircraft will check-out with the HDC on the HC#1 net.

b. The HDC will assign altitudes and flight routing by using the designated control point and helo landing zone as shown in Tabs B and C.

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c. Helicopter flight leaders are authorized to deviate from their assigned routing only in their immediate approaches and departures from the assigned LZ's.

d. TACC or HDC/DASC is authorized to launch or divert helicopters for actual emergencies.

e. The Helo Common net will be used for land/launch direction of helicopters working with ships.

f. Helicopters entering and departing the AOA will report to the TACC on the TATC net for control.

#### 5. Helicopter Mission Requests

a. Mission requests in support of ground troops for troop lifts, supplies, medevac, and CIB missions will be passed to the HDC on the HR net and alternatively on any net available.

b. Helicopter requests from forces afloat will be submitted to the TACC on the HR net or alternatively on any net.

c. The Aircraft Mission Request Form, Tab A, will be used for making helicopter requests.

#### 6. Helicopter Protection

a. Protective support for helicopters will be provided by armed helicopters or fixed wing escorts as scheduled in Appendix II.

b. Control of the escort will be passed, by the HDC, to the helicopter flight leader or TAC(A).

c. TAC(A) will simulate marking targets with smoke, as necessary, for escort aircraft, and simulate marking LZ's with smoke as requested by the helicopter flight leader.

d. Escorts will attack targets harassing the helicopter flight or targets in the vicinity of the LZ as directed by the helicopter flight leader or TAC(A).

#### 7. Communications

a. Helicopter command and control (direction) frequencies are as assigned in Appendix IX.

b. All helicopter pilots must be familiar with hull numbers and call signs as contained in Tab A to Appendix I to Annex N.

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8. Helicopter Operating Capabilities of Forces Afloat

See Annex L.

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and Commander Amphibious Group ONE

Tabs

A- Aircraft Mission Request Form

B- Helo Control Points

C- Helo Landing Zone Coordinates

D- Helicopter Approach and Retirement Diagram

Authentication:

  
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Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

AIRCRAFT MISSION REQUEST FORM  
(HELICOPTER - OE - FIXED WING TRANSPORT)REQUEST NO. \_\_\_\_\_  
MISSION NO. \_\_\_\_\_

Tab A to Appendix V to Annex H

1.	ACTION ADDRESSEE (Call Sign) _____ THIS IS (Call Sign) _____	
2.	THIS MISSION REQUEST FOR <input type="checkbox"/> HELICOPTER <input type="checkbox"/> FIXED WING TRANSPORT <input type="checkbox"/> OE/LIAISON	
3.	THIS MISSION IS <input type="checkbox"/> EMERGENCY <input type="checkbox"/> PRIORITY <input type="checkbox"/> ASAP <input type="checkbox"/> ROUTINE	
4.	TYPE OF MISSION <input type="checkbox"/> TROOPS <input type="checkbox"/> SPOT/OBSERV <input type="checkbox"/> VIP CODE _____ <input type="checkbox"/> LOGISTIC <input type="checkbox"/> PHOTO <input type="checkbox"/> EVAC (URGENT OR ASAP) <input type="checkbox"/> ADMIN <input type="checkbox"/> UNIT COMDR <input type="checkbox"/> SAR <input type="checkbox"/> RECON <input type="checkbox"/> STAFF <input type="checkbox"/> OTHER _____	
5.	AIRLIFT DESCRIPTION (Number/Weight) NUMBER OF TROOPS _____ DESCRIPTION AND WEIGHT/CUBE INTERNAL CARGO _____ DESCRIPTION AND WEIGHT EXTERNAL CARGO _____ (Pallets - Baskets - Type Vehicle - Equipment) REMARKS _____	
6.	INSTRUCTIONS (S-H-A-C-K-L-E When Necessary) PICKUP COORDINATES _____ LOCAL DATE/TIME _____ DESTINATION COORDINATES _____ A. _____ B. _____ C. _____ D. _____	
7.	ADDITIONAL INFORMATION _____	
8.	LZ/SITE WILL BE IDENTIFIED BY <input type="checkbox"/> UNMARKED <input type="checkbox"/> PANELS <input type="checkbox"/> LIGHTS <input type="checkbox"/> MARKED WITH _____ (Color) <input type="checkbox"/> SMOKE <input type="checkbox"/> FLARE <input type="checkbox"/> OTHER _____	
9.	COMMUNICATIONS (For Aircraft and LZCP/TACP) CONTACT _____ CHANNEL/CIRCUIT _____ FREQ _____ (Do not give frequency unless no color code or circuit designation.)	
10.	LOCAL DATE/TIME _____ AUTHENTICATION _____ FOR LOCAL USE <input type="checkbox"/> SENT <input type="checkbox"/> PHONE <input type="checkbox"/> RECEIVED <input type="checkbox"/> RADIO NET _____ (Signature) _____	
11.	FOR USE BY TAGC/TACG/HDC/DAGC/IACC/FSOG RESTRICTIVE FIRE PLAN LOCAL TIME _____ TO _____ TYPE _____ COORDINATES (SHACKLE) _____ TO _____ (UNSHACKLE) COORD (Encode/Decode) _____ TO _____ WIDTH FROM CENTERLINE TO EACH SIDE _____ (Meters) ALTITUDE FROM _____ TO _____ (Feet)	
12.	ESCORT <input type="checkbox"/> REQUESTED <input type="checkbox"/> NO./TYPE ACFT _____ <input type="checkbox"/> ASSIGNED <input type="checkbox"/> CALL SIGN _____ COMMUNICATIONS _____ ARMAMENT CODE _____	
13.	BASIC MISSION ASSIGNED TO _____ NO./TYPE ACFT _____ (Unit/Call Sign) _____ COMMUNICATIONS _____	
14.	MISSION CANCELED <input type="checkbox"/> BY WHOM _____ WHY _____	
15.	MISSION REQUEST SENT TO _____ RECD BY _____	
16.	MISSION RESULTS <input type="checkbox"/> COMPLETED <input type="checkbox"/> OTHER _____ (Include pilot reports. Use back of this form when necessary.)	

Authenticated:

G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

H-V-A-1

**CONFIDENTIAL**J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176  
Amphibious Group ONE  
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Operation Order  
COMPHIFGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9

Tab B Appendix V to Annex H

Helicopter Control Point Coordinates

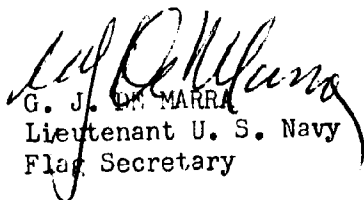
Time Zone: Tango (+7)

1. Helicopter Control Point Coordinates

<u>CONTROL POINT</u>	<u>COORDINATES</u>
CAPITAL	564841
BUTTE	599875
BILLINGS	623899
BOZEMAN	663401
UTICA	686896
HELENA	673946
GREAT FALLS	704959
ALBANY	617826
ROME	689869
ELMIRA	713933
BRONX	720949

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DeMARRA  
Lieutenant U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Tab C of Appendix V to Annex H

Helicopter Landing Zone Coordinates

Time Zone: Tango (+7)

Landing Zone

Coordinates

KATHY

720960

MARGIE

678938

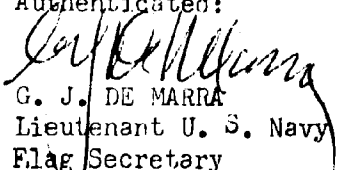
GINA

564841

J. T. BURKE, JR

Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA

Lieutenant U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

DTG: 171600Z JUL 67

Msg Ref: ISLT-9

Appendix VI to Annex HGeneral Instructions and Safety Precautions

Zone Time: Tango (+7)

References (a) NWIP 22-2(A)  
(b) COMWESTSEAFRON INST 3120.1F  
(c) OPNAV INST. 3710.7D

1. General

Air Support for this operation will be coordinated and controlled in accordance with doctrine outlines in Part II, NWIP 22-2(A), and this Annex. Specific instructions regarding mission requests, mission preparation, flight rules, and safety are outlined in this Appendix.

2. Mission Requests

a. Requests for immediate missions will be passed to the appropriate air control agency on the TAR/HR net. (See paragraph 752, NWIP 22-2(A). Information required is outlined in the mission request section of the Tactical Air Request Form, Tab A.

b. Requests for pre-briefed missions will be submitted through command channels. (See paragraph 761, NWIP 22-2(A)).

3. Air Crew Preparation

a. Unit commanders will insure that pilots are properly briefed prior to conducting missions in support of this operation. Pilots will be familiar with frequency color codes, voice calls of participating units, code names of reference points, helicopter routes and landing zones, and all other information applicable to their respective mission in support of amphibious air operations.

b. Pilots will carry proper numeral cipher and authentication tables.

c. Pilots will carry a complete set of air support charts, aeronautical charts, appropriate approach plates, and pilots briefing forms, Tab B.

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COMPHIBGRU ONE 303-67

4. Air Support Control and Coordination

a. Strikes will not be made within the AOA except as directed by the TACC or DASC.

b. The flight leader will notify the controlling agency at the commencement and completion of each attack. He will also keep the controlling agency informed of his remaining time on station and ordnance.

c. Attacks in direct support of ground operations will be terminated by the controlling agency or the flight leader when any of the following conditions exist:

- (1) The flight begins its attack off the prescribed heading
- (2) The attack is off target
- (3) Weather conditions do not permit positive identification of the target or make runs dangerous
- (4) Weather conditions drop below prescribed minimums
- (5) Communications are lost

d. No formation attacks will be conducted unless cleared by the commander of the unit furnishing the aircraft.

e. Restrictive fire plans will be promulgated to surface fire units in accordance with procedures outlined in paragraph 816, NWIP 22-2(A). Code name for restricted fire plans, when implemented, will be YANKEE.

f. To alert all aircraft and air control agencies of known artillery and naval gunfire, and afford a maximum safety factor, SAVE-A-PLANE fire plans will be used. SAVE-A-PLANE fire plans will be promulgated by TACC on all air control nets using the following format:

- (1) SAVE-A-PLANE (Alerting Call)
- (2) Origin and impact area (6 digit coordinates)
- (3) Minimum and maximum altitude (feet in MSL)
- (4) Start and stop time (Local Time)

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COMPHIBGRU ONE 303-67

Pilots receiving SAVE-A-PLANE alerts will remain clear of the announced airspace for the time specified. If remaining clear prevents completion of an assigned mission, the flight leader will immediately notify the TACC or DASC, as appropriate, and request further instructions.

5. Flight Rules

- a. Specific flight rules governing weather minimums, altitude restrictions, and IFR operations are outlined in Appendix IV.
- b. Flight rules in the AOA will be on a see and be seen basis.
- c. Fixed wing aircraft may overfly TALEGA.
- d. Helicopters will not overfly TALEGA.
- e. Pilots will comply with civil and military air traffic rules, particularly as regards aerobatics over heavily populated areas and within civil airways. Pilots will be alert for non-exercise traffic in the area and will notify the controlling agency of any itinerant aircraft sighted in the AOA that appear to be closing exercise air/surface participants.
- f. All flight operations in the AOA will be conducted under VFR unless operating in compliance with an ATC clearance.
- g. Emergencies will be reported immediately to TACC.
- h. Pilots will not fly within one mile of non-exercise aircraft and will at no time intentionally fly directly toward such aircraft.
- i. Fixed wing aircraft will not fly closer than 1000 feet to helicopters.
- j. Unless specifically cleared, aircraft will not make low level flights, over shipping or shore installations, below 2000 feet AGL unless specifically directed by T.A.O.C. in pursuit of AAW defense.
- k. High performance aircraft will operate at or below Flight Level (FL) 235 in the AOA and will not exceed MACH.95.
- l. Aircraft shall not conduct air-to-air engagements during this operation.

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Operation Order

COMPHIBGRU ONE 303-67

m. Aircraft will use navigation lights during periods of darkness or reduced visibility .

n. During air operations in the vicinity of destroyers, all pilots are cautioned to be alert for DASH operations.

#### 6. Jettison of External Stores

Aircraft will not carry ordnance during this exercise, therefore there should be no actual requirement to jettison hung ordnance. In the event that a situation develops which requires the jettison of other external stores, the following procedures will apply:

- a. Aircraft will report type of stores to be jettisoned to the TACC.
- b. TACC will direct the aircraft to an approved jettison area located at 32°51'N, 117°59'W (215°/41NM OCN CH 100) (COMWESTSEAFRON INST. 3120.1F).
- c. Pilots will ascertain area is clear and jettison store in accordance with squadron doctrine.
- d. In event the above procedure cannot be complied with due to an emergency condition, the aircraft will advise the TACC and state his intentions.

#### 7. Fuel Jettison

Whenever practicable, aircraft shall jettison fuel at an altitude of at least 6000 feet AGL. Fuel shall not be jettisoned at an altitude of less than 2000 feet AGL unless weather or emergency conditions dictate otherwise. If necessary to jettison fuel below 2000 feet AGL, every effort shall be made to avoid jettisoning over populated areas. (OPNAV INST. 3710.7D).

#### 8. Lost Communications

- a. Aircraft experiencing a loss of two-way radio communications will not participate in close air support operations.
- b. Single aircraft that lose two way communications will proceed directly to home base. The parent unit will advise TACC of arrival. If during multiple aircraft flights one aircraft loses communications, the flight will proceed in accordance with squadron doctrine.

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Operation Order  
COMPHIBGRU ONE 303-67


9. Safety

\* Safety is paramount. Personnel will comply with current safety instructions.

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Tab A: Tactical Air Request Form

Authentication:

  
G. J. DE MARRA  
Lieutenant U. S. Navy  
Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9


TACTICAL AIR REQUEST  
FORM MCET-3129.2 (Rev. 1-56)

Tab A to Appendix VI to Annex H

SHEET 1 OF 2

MISSION NO.

MISSION REQUEST	1	TAC				THIS IS (TAC)	MISSION NO.
	2	<input type="checkbox"/> EMERGENCY <input type="checkbox"/> PRIORITY <input type="checkbox"/> ORDINARY <input type="checkbox"/> SEARCH/ATTACK				MISSION	
	3	TARGET IS <input type="checkbox"/> AAA POSIT <input type="checkbox"/> MORTAR POSIT <input type="checkbox"/> SUPPLIES <input type="checkbox"/> TROOPS <input type="checkbox"/> <input type="checkbox"/> GUN POSIT <input type="checkbox"/> FILL BOX <input type="checkbox"/> TANKS <input type="checkbox"/> VEHICLES <input type="checkbox"/>				REC'D	
	4	IN (TAC) <input type="checkbox"/> STATIONARY <input type="checkbox"/> MOVING <input type="checkbox"/> ON/THRU (Give direction)    (Color)				REC'D	
	5	WILL <input type="checkbox"/> WILL NOT    MARK WITH <input type="checkbox"/> SHORE					
	6	BOMBING <input type="checkbox"/> STRAFING <input type="checkbox"/> ROCKET <input type="checkbox"/> NAPALM <input type="checkbox"/> ATTACK					
	7	HEADING (TAC) <input type="checkbox"/> RIGHT <input type="checkbox"/> LEFT <input type="checkbox"/> STRAIGHT    MINIMUM ALTITUDE					
	8	REQUEST TO (TAC) <input type="checkbox"/> USING (TAC)    PER RUN <input type="checkbox"/>				TIME	
	9	RUN MISSION <input type="checkbox"/> ASAP <input type="checkbox"/> AFTER <input type="checkbox"/> BEFORE    (TIME)    BETWEEN (TIME)    AND (TIME)					
	10	FIRST LINE (TAC) <input type="checkbox"/> MARKED <input type="checkbox"/> NOT MARKED    WITH    (Color) <input type="checkbox"/> PANELS <input type="checkbox"/> SHOCK				BY	
	11	FRONT LINE <input type="checkbox"/> FAC    IS    (Give distance and direction)    FROM TARGET					
	12	<input type="checkbox"/> I CAN OBSERVE <input type="checkbox"/> I WILL CONTROL <input type="checkbox"/> TARGET HIDDEN <input type="checkbox"/> USE OTHER CONTROL					
	13	REMARKS					
ARTY INFO	1	ARTY INFO					
	2	ARTY INFO					
	3	ARTY INFO					
	4	ARTY INFO					
MISSION APPROVAL AND BRIEFING MESSAGE	1	MISSION NO.					
	2	<input type="checkbox"/> APPROVED <input type="checkbox"/> TADC <input type="checkbox"/> TAC <input type="checkbox"/> FLT LEADER    WILL CONTROL					
	3	CONTACT (TAC) (TAC)    WITH (TAC) <input type="checkbox"/> VP    (Load)    RET (TAC)				REC'D	
	4	RESTRICTIVE FIRE PLAN    IN EFFECT FROM (TIME)    TO (TIME)					
DAMAGE ASSESSMENT AND AMMO EXPENDITURE	1	DAMAGE ASSESSMENT AND AMMO EXPENDITURE					
	2	TARGET <input type="checkbox"/> COMPLETELY <input type="checkbox"/> PARTIALLY <input type="checkbox"/> DESTROYED <input type="checkbox"/> NEUTRALIZED <input type="checkbox"/> COVERED				REC'D	
	3	REMARKS					
	4	BOMBS    NO.    TYPE    NAPALM    NO.    TYPE AMMUNITION    NO.    TYPE    MISC    NO.    TYPE ROCKETS    NO.    TYPE    NO.    TYPE				TIME	
5	REMARKS						

Authenticated:  
  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

J. T. BURKE, JR  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Appendix VII to Annex HAir Search and Rescue

Zone Time: Tango (+7)

References: (a) NWP 37(A)  
 (b) CINCPAC INST. 3130.1C  
 (c) NWIP 10-1

1. Responsibility

a. SAR will be in accordance with standard doctrine as set forth in this Appendix and in NWP 37(A), CINCPAC INST. 3130.1C, and NWIP 10-1.

b. Responsibility for SAR coordination is assigned to the OTC under the general SAR authority of:

(1) Commander ELEVENTH Coast Guard District for LONG BEACH SAR SECTOR, EASTERN PACIFIC SUB-REGION, for the sea area.

(2) Commander 4th Air Force, for the inland region.

c. TAC will coordinate Air SAR activities for CATF within the AOA.

d. All units will be prepared to assist in SAR operations. Designated SAR authority in no way alters the responsibility of any commander to engage in rescue operations upon his own initiative. Independent action must be reported immediately to the OTC and CATF.

e. THERE WILL BE NO SIMULATED SAR INCIDENTS.

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Operation OrderCOMPHIBGRU ONE 303-672. SAR Facilities

a. In the event of a SAR incident, helicopters may be requested by contacting CATF on any available net. In addition, Coast Guard Aircraft can be obtained in accordance with paragraph 4c.

b. Divert airfields are depicted in Appendix IV, Tab A.

3. SAR Reference Point

a. OCEANSIDE VORTAC (Channel 100, identification OCN) 33°14'N 117°25'W (White tower), is designated SAR reference point.

b. Location of SAR incidents will be reported in magnetic bearing and distance from OCEANSIDE VORTAC. This does not preclude any unit in distress from reporting its position with reference to other navigational aids, prominent landmarks, MGRS, or Latitude and Longitude.

4. SAR Communications

a. SAR frequencies are listed in Annex N and Appendix X.

b. Units designated to participate in SAR operations will shift to the scene of action frequency (282.8).

c. Request for SAR support from the U. S. Coast Guard will be made via the RASPBERRY net through any air station, or by directing an aircraft to climb to sufficient altitude to contact a shore station on military emergency frequencies, or by calling Coast Guard SAN DIEGO or Coast Guard LONG BEACH on 2182 kcs or 2670 kcs.

d. Distress calls and other information relating to aircraft emergencies will be reported immediately to the OTC and CATF via any net available.

e. An aircraft desiring to establish communications with an unknown submarine or surface ship in connection with SAR will contact the unknown ship by using the voice call LIFE GUARD or the CW call NERK.

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Operation Order

COMPTIBORU ONE 303-67

f. A submarine or surface ship desiring to establish communications with an unknown aircraft in connection with SAR operations will contact the aircraft by using the voice call RIALTO.

5. In-Flight Emergency Procedures

At least one aircraft, whenever possible, will orbit the distress scene, switch IFF/SIF to EMERGENCY and Mode 3, Code 77 and then transmit amplifying information as appropriate. The aircraft, if possible, will remain at the scene at least until arrival of other SAR units.

6. Precautionary SAR Procedures

a. Precautionary SAR is defined as the pre-planning and pre-positioning of aircraft, ships, or ground facilities for the purpose of rendering SAR assistance.

b. Plane Guard requirements for ships operating helicopters are:

## (1) Day

(a) Single helicopter operations require a manned rescue boat in the water, at the rail, or ready to be lowered. The rescue boat will have two-way voice, visual communications, and a corpsman.

(b) Multiple helicopter operations require an airborne rescue helicopter. The rescue helicopter shall have an operable hoist, life rafts of suitable size to assist in the rescue, and a crewman qualified in rescue procedures.

## (2) Night

(a) During single or multiple helicopter operations at anchor, a properly equipped and manned rescue boat will be waterborne and positioned by the operating ship.

(b) During single or multiple helicopter operations underway, a rescue ship is required in plane guard position (normally 225° relative, 1,600 yards).

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Operation Order

COMPHIBGRU ONE 303-67

7. SAR operations

If SAR incidents occur, the following action will be accomplished:

- a. Available SAR aircraft or boat(s) will be dispatched to the scene of distress as required.
- b. Upon receipt of an emergency message, normal operations will be curtailed as necessary to concentrate on the SAR effort.
- c. Helicopters that are loaded and airborne will, unless otherwise directed, proceed on assigned mission exercising care to keep clear of SAR operations.
- d. During the movement phase, all survivors of SAR incidents will be evacuated as directed by the OTC, while in the AOA. All survivors of SAR incidents will be returned to the U. S. Naval Hospital at Camp Pendleton or San Diego (Balboa).

8. SAR Reports

- a. SAR reports will be made in accordance with this Appendix.
- b. The SAR Incident Form (TAB A) will be used by SAR ships and On-Scene Commanders. This information must be reported to the OTC and CATF as soon as possible.
- c. Commander ELEVENTH Coast Guard District, Long Beach, will be included as an information addressee on SAR alerting and amplifying messages.
- d. CNO will be included as an information addressee in the event of unusual or large scale incidents.
- e. SAR Message Forms

The following message forms will be used in connection with reporting SAR operations:

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Operation Order

COMPHIBGRU ONE 303-67

(1) Alerting Message form (Tab B)

This message will be sent when a SAR incident is suspected to exist. The primary principle of the alerting message is speed. The message will not be delayed for information not immediately available.

(2) Amplifying Message form (Tab C)

Send as soon as possible after alerting message. Amplifying messages will be sent by the On-Scene Commander at least once every three hours.

(3) Sighting Report form (Tab D)

Send by the most expeditious method when survivors of a SAR incident are sighted and immediate rescue cannot be effected.

(4) SAR Report of Survivors form (Tab E)

Any unit rescuing survivors will send this report immediately, classified CONFIDENTIAL.

(5) Daily Summary of SAR Operations (Tab F)

To be sent by the On-Scene Commander to the designated SAR Coordinator as of 2000 daily.

f. The SAR Coordinator will issue a SAR Termination Report when assistance is no longer necessary, rescue has been effected, or when further SAR efforts would be to no avail.

J. T. BURKE, JR

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

## TARS

- A - SAR Incident Form
- B - Alerting Message Form
- C - Amplifying Message Form
- D - SAR Sighting Report Form
- E - SAR Report of Survivors Form
- F - Daily Summary of SAR Operations

## Authentication:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Tab A to Appendix VII to Annex HSAR Incident Form

Incident No. \_\_\_\_\_

Time \_\_\_\_\_ Date \_\_\_\_\_

1. Call or aircraft identification \_\_\_\_\_
2. Number and Model(s) of aircraft \_\_\_\_\_
3. Location and how determined \_\_\_\_\_
4. Nature of emergency \_\_\_\_\_
5. Number of personnel aboard \_\_\_\_\_
6. Pilot's search aids \_\_\_\_\_
7. Under observation (by) \_\_\_\_\_
8. Time observer can remain \_\_\_\_\_
9. On-Scene-Commander \_\_\_\_\_
10. Remarks \_\_\_\_\_
11. Missing or overdue aircraft, last known data from flight plan \_\_\_\_\_

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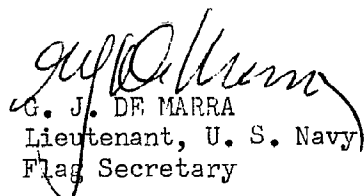
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Operation OrderCOMPHIBGRU ONE 303-67

- a. Course \_\_\_\_\_ d. Time of Departure \_\_\_\_\_  
b. Speed \_\_\_\_\_ e. ETA \_\_\_\_\_  
c. Point of Departure \_\_\_\_\_ f. Hours fuel \_\_\_\_\_  
12. Time of last contact \_\_\_\_\_ Frequency used \_\_\_\_\_  
13. Condition of weather and sea \_\_\_\_\_  
14. Are plans made for continued SAR efforts \_\_\_\_\_  
15. Who notified \_\_\_\_\_

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67

7. \_\_\_\_\_ PILOTS \_\_\_\_\_ CREW INVOLVED.

8. \_\_\_\_\_  
(action taken)9. \_\_\_\_\_  
(assistance required, if any)

10. AMPLIFYING REPORT FOLLOWS:

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Tab C to Appendix VII to Annex HSAR Amplifying Message FormIMMEDIATE

From: \_\_\_\_\_ (Alerting Unit)

To: OTC  
CTG 176.0

Info: COM 11th CGD

UNCLAS

SAR SITREP \_\_\_\_\_

(No,)

1. \_\_\_\_\_  
(Emergency Phases, uncertainty, alert or distress)2. \_\_\_\_\_ SIDE NO. \_\_\_\_\_ CALL \_\_\_\_\_  
(Model of A/C)3. \_\_\_\_\_ , \_\_\_\_\_ Z \_\_\_\_\_  
(Nature of emergency) (Time) (Date)4. \_\_\_\_\_ DETERMINED BY \_\_\_\_\_  
(Nature of emergency)5. SIGNIFICANT INFORMATION FROM FLIGHT PLAN, INCLUDING CRUISING SPEED,  
ALTERNATE DESTINATION AND ANY DISTINGUISHING CHARACTERISTICS OF THE CRAFT  
INVOLVED \_\_\_\_\_

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COMPHIBGRU ONE 303-67

6. TIME OF FUEL EXHAUSTION \_\_\_\_\_ Z \_\_\_\_\_
7. COMMUNICATION WITH DISTRESSED CRAFT \_\_\_\_\_ Z ON \_\_\_\_\_  
(Time)
8. WHETHER OR NOT TWO-WAY COMMUNICATIONS ARE AVAILABLE \_\_\_\_\_
9. \_\_\_\_\_ PILOT \_\_\_\_\_ CREW \_\_\_\_\_ PASSENGERS IN MISSING  
(NO.) (NO.) (NO.)  
AIRCRAFT, PASSENGER LIST ON \_\_\_\_\_
10. WHAT AIDS TO DETECTION ARE CARRIED BY AIRCRAFT IN DISTRESS \_\_\_\_\_

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Tab D to Appendix VII to Annex HSAR Sighting Report FormIMMEDIATE

From: \_\_\_\_\_ (Sighting Unit)

To: OTC  
CTG 176.0

Info: COM 11th CGD

SAR SIGHTING

1. POSITION OF SURVIVORS \_\_\_\_\_
2. CONDITIONS OF SURVIVORS: (i.e., in life jackets, life boats, clinging to wreckage at scene of crashed aircraft, any information relating to their apparent physical condition).
3. WEATHER CONDITIONS AT SURVIVOR'S LOCATION \_\_\_\_\_
4. RECOMMENDATIONS REGARDING METHOD OF COMPLETING RESCUE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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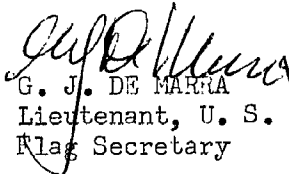
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COMPHIBGRU ONE 303-67

5. ANY ADDITIONAL INFORMATION

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSIT-9

Tab E to Appendix VII to Annex HSAR Report of Survivors FormIMMEDIATE

From: \_\_\_\_\_ (Rescuing Unit)

To: OTC  
CTG 176.0

Info: COM 11th CGD

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SAR SURVIVORS (U)

1. POSITION AND TIME OF RESCUE \_\_\_\_\_
2. IDENTITY OF SURVIVORS \_\_\_\_\_  
(name, rank/rate, serial no.)
3. CONDITION OF SURVIVORS \_\_\_\_\_
4. TYPE OF EMERGENCY EQUIPMENT USED OR NEEDED BY SURVIVORS \_\_\_\_\_
5. ACTION TAKEN OR ASSISTANCE NEEDED FOR SURVIVORS SUCH AS SPECIAL  
MEDICAL ASSISTANCE \_\_\_\_\_

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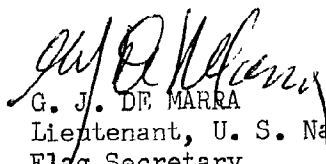
COMPHIEGRU ONE 303-67

6. USE OF SPECIAL SIGNALING EQUIPMENT SUCH AS DYE MARKERS, LIGHTS, SMOKE  
LIGHTS, ETC., IN EFFECTING RESCUE \_\_\_\_\_

7. CONDITION OF WEATHER AND SEA \_\_\_\_\_

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
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USS ESTES (AGC-12), Flagship  
San Diego, California  
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Msg Ref: LSLT-9

Tab F to Appendix VII to Annex H

Daily Summary of SAR Operations Form

PRIORITY

From: (On-Scene Commander)

To: OTC  
CTG 176.0

Info: COM 11th CGD

SAR OPSUM

1. NUMBER AND MODEL(S) OF AIRCRAFT PARTICIPATING \_\_\_\_\_
2. SEARCH CONDITIONS \_\_\_\_\_
3. AREA SEARCHED \_\_\_\_\_
4. COMPUTED SEARCH EFFECTIVENESS OR PROBABILITY OF DETECTION OF THE  
OBJECT SOUGHT \_\_\_\_\_
5. AVAILABILITY OF EQUIPMENT FOR SEARCH ON THE FOLLOWING DAY \_\_\_\_\_

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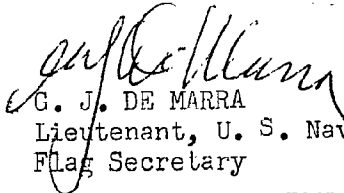
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COMPHIBGRU ONE 303-67

6. OTHER PERTINENT INFORMATION

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

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Lieutenant, U. S. Navy  
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COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTFS, (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSIT-9Appendix VIII to Annex HAnti-Air Warfare

Zone Time: Tango (+7)

- References: (a) NWP 32(B)
- 
- (b) NWP 31(A)
- 
- (c) FIRSTFLT/SEVENTHFLT AAW SOP
- 
- (d) NWP 22(A)
- 
- (e) ATP 1(A) VOL 1

1. General

a. This Appendix provides for AAW protection within the AOA. CIC and AAW procedures shall be in accordance with the above references and this Appendix.

b. Control of AAW will not be passed ashore.

2. Executiona. Flagship Element (TE 176.0.0.1)  
(1) Provide AAW facilities and personnel as required to permit the TAC to function as FAAWC.b. Tactical Air Control Element (TE 176.0.0.2)  
(1) Provide FAAWC  
(2) Provide personnel to assist in manning the flagship CIC to the extent practicable.c. Coordinating Instructions  
(1) Air Raid warning Signal:WarningMeaningApple Jack  
Lemon Juice  
Snow ManAir Attack is Imminent  
Air Attack is Probable  
Air Attack is Improbable - All Clear

(2) Approach and retirement in accordance with Appendices IV and V.

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COMPHIBGRUONE 303-67

- (3) IFF/SIF Codes in accordance with Appendix X
- (4) There will be no NTDS inputs to the force.
- (5) CAP is not available to the force.

3. Communications

- a. Communications in accordance with Appendix X and Annex N.

J. T. BURKE, JR

Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE

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 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Appendix IX to Annex HAir Communications

Zone Time: Tango (+7)

References (a) NWP 16(B)  
 (b) KAA 60  
 (c) KAC 132  
 (d) KAC 138

1. General

Air Communications will be in accordance with NWP 16(B), this Appendix, and Annex N.

2. Authentication

Authentication will be in accordance with Annex N. The effective edition of KAA 60 will be used.

3. Control of Electromagnetic Radiations

Emcon conditions will be in accordance with Annex N, and Annex O.

4. Recognition

IFF/SIF will be in accordance with Tab C.

5. Interference, Jamming, and Deception

Aircraft and control agencies will be alert for jamming and deception on air control frequencies.

6. Call Signs

a. Call signs will be in accordance with Tab B and Annex N.

b. Aircraft tactical voice call signs, will be derived from squadron call signs, flight number of the day, and flight position.

Example:

	<u>First Flight</u>	<u>Second Flight</u>
Flight Leader	Hot Shot 1-1	Hot Shot 2-1
Second Aircraft	Hot Shot 1-2	Hot Shot 2-2
Third Aircraft	Hot Shot 1-3	Hot Shot 2-3

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COMPHIBGRU ONE 303-677. Encryption

In accordance with Annex M, the effective editions of KAC 132 and KAC 138 will be used.

8. Message Preparation

Local Time will be used on all air communications except authentication.

9. SAR Communications

a. SAR frequencies will be in accordance with Tab B and Annex N.

b. Additional SAR communications instructions are contained in Appendix VII.

10. Air Frequency Plan


Air frequencies will be in accordance with Tab A.

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Tabs

- A - Air Frequencies
- B - Call Signs
- C - IFF/SIF Procedures

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G. J. DE MARRA  
Lieutenant U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

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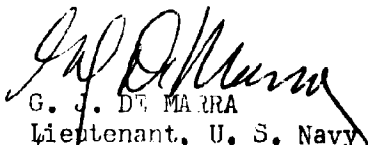
Tab A to Appendix IX to Annex H

Air Frequencies

To be promulgated at a later date.

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

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Lieutenant, U. S. Navy  
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COMPHIBGRU ONE 303-67

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and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

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Tab B to Appendix IX to Annex H

Call Signs

To be promulgated at a later date

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Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

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G. J. DE MARRA

Lieutenant, U. S. Navy

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COMPHIBPAC ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

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Tab C to Appendix IX to Annex HIFF/SIF Codes

Zone Time: Tango (+7)

1. During the conduct of the exercise, IFF/SIF mode 3 codes will be used as follows:

<u>Aircraft</u>	<u>Mode 3 Code</u>
CAS/Strike	13
TAC	15
TAC(A)	16
Recon/Photo	34
SAR	17
Logistic	20
ASW/VP	04

2. Pilots will ensure that proper IFF/SIF mode and code are shown at all times.

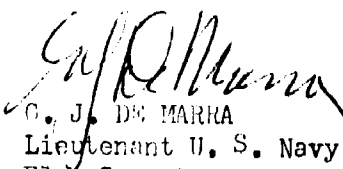
J. T. BURKE, JR

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

Authenticated:

  
C. J. DE MARRA

Lieutenant U. S. Navy

Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Appendix X to Annex HReports

Zone Time: Tango (+7)

1. The following daily air reports are required (all times local):

## a. Aircraft Availability Report

- (1) Submitted daily at 1400, beginning D-1
- (2) Submitted to CTE 176.0.0.2 (TACC) and DASC by supporting aircraft units, less ASW squadrons
- (3) Prepared in format outlined in Tab A
- (4) Submit by priority message on D-1; subsequent reports submitted via TAC/Helo command net or alternatively by any net available.

## b. Daily Summary of Air Operations Report

- (1) Submitted daily at 1900 for period ending 1800
- (2) Submitted to CTE 176.0.0.2 (TACC) by the DASC and all supporting units.
- (3) Prepared in format outlined in Tab B. Units will report only applicable items.
- (4) Negative reports neither required nor desired.
- (5) From D-2 through D-1 submit by priority message to CTE 176.0.0.2.
- (6) From D-Day through termination submit to TACC/DASC via TAC/Helo command net or alternatively any appropriate net available.

## c. TACRON Daily Summary

- (1) Submitted daily prior to 2100
- (2) Submitted to CATF by TAC
- (3) Prepared in format of the Daily Summary of Air Operations Report.

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Operation Order

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d. SAR Report


Sar Reports will be submitted in accordance with Appendix VII.

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

TABS

A - Aircraft Availability Report  
B - Daily Summary of Operations Report

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Lieutenant, U. S. Navy  
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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

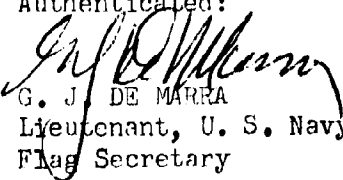
Tab A To Appendix X To Annex HAircraft Availability Report

EXERCISE GOLDEN SLIPPER

## AIRCRAFT AVAILABILITY

- ALFA Estimated number/sorties/hours of fixed wing aircraft available for next day's operation by models.  
(Example: "ALFA: F4-B 4/18/16  
F8-G 3/6/9  
RF-4B 1/2/4  
- etc.)
- BRAVO Any deviation from the scheduled armament loading assigned in the schedule
- CHARLIE Estimated number/hours of helicopter available for next day's operation by model
- DELTA Miscellaneous information to include aircraft or pilot restrictions
- NOTES
1. Report covers estimated availability from 0001-2359 the following day. (See page X-1 for days submitted)
  2. If availability changes significantly, 20% or more, units will advise the TACC and DASC by priority message.
  3. Figures reported reflect resources earmarked for Exercise GOLDEN SLIPPER only.

Authenticated:

  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

J. T. BURKE, JR  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: ISLT-9

Tab B to Appendix X to Annex HDaily Summary of Air Operations Report

EX ROTSE GOLDEN SLIPPER

## AIRCRAFT DAILY OPERATIONS SUMMARY

ALFA	Date of Report
BRAVO	Sorties/hours flown by fixed wing aircraft by model
CHARLIE	Number of passengers/weight/cube of cargo carried by fixed wing transport aircraft
DELTA	Number by type of bombs, rockets, napalm, missiles expended plus rounds 20MM
ECHO	Number of mission requests received/number provided
FOXTROT	Number of helicopter missions/flights/sorties/trips/hours by model (Example: "FOXTROT" UH-34 9/21/25/37/30 CH-46 5/14/12/28/27)
GOLF	Number of helicopter missions; Troop lift/resupply/Sparrowhawk/Stingray/medivac/SAR/miscellaneous (Example: 4/7/2/1/1/0/1)
HOTEL	Number of troops moved by helicopter
JULIET	Tons of equipment and supplies moved by helicopter

1. Report only applicable line items.
2. Ordnance expended understood as simulated.
3. For this report, these definitions apply

Helicopter Mission - One or more helicopters completing one or a series of related trips or sorties to satisfy a helicopter request or scheduled event

Helicopter flight - A complete mission for one helicopter

Helicopter sortie - Each refueling of a helicopter

Helicopter trip - Each touchdown or external load pick up and drop

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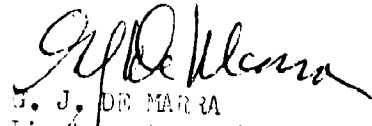
Operation Order

COMPHIBGR ONE 303-67

h. Report Exercise GOLDEN SLIPPER operations only.

J. T. FURKS, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTF 176.0  
and Commander Amphibious Group ONE

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G. J. DE MARIA  
Lieutenant, U. S. Navy  
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USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Message Ref: LSLT-9Appendix XI to Annex HAbbreviations

Zone Time: Tango (+7)

AAAWC	Alternate Anti-Air Warfare Commander
AC-1 net	Air Control net number one
ADIZ	Air Defense Identification Zone
AGL	Above Ground Level
APC	Area of Positive Control
ARC net	Air Reporting Control net
ASRT	Air Support Radar Team
ATC	Air Traffic Control
BMNT	Beginning Morning Nautical Twilight
CAS	Close Air Support
CVSG	Commander Carrier Anti-Submarine Air Group
DASC	Direct Air Support Center
EMNT	Ending Evening Nautical Twilight
ETE	Estimated Time Enroute
FAAWC	Force Anti-Air Warfare Commander
HC-1	Composite Helicopter Squadron or Helicopter Control net number one
HDC	Helicopter Direction Center
HCC	Helicopter Control Center
HR	Helicopter Request net
HS	Anti-Submarine Helicopter Squadron
IIF/SIF	Identification-Friend or Foe/Selective Identification Feature
IFR	Instrument Flight Rules
MGRS	Military Grid Reference System
MER	Multiple Ejector Rack
MSL	Mean Sea Level
NTDS	Navy Tactical Data System
RASPBERRY	Administrative voice net Ship/Shore
SACC	Supporting Arms Coordination Center
SAR	Search and Rescue
SID	Standard Instrument Departure
TAC	Tactical Air Commander
TAC net	Tactical Air Command net
TAC(A)	Tactical Air Coordinator (Airborne)
TACC	Tactical Air Control Center
TADC	Tactical Air Direction Center
TAO	Tactical Air Observer
TAR net	Tactical Air Request net
TATC net	Tactical Air Traffic Control net
TJR	Triple Ejector Rack
TPC-10	ASRT Blind Bombing System
VFR	Visual Flight Rules

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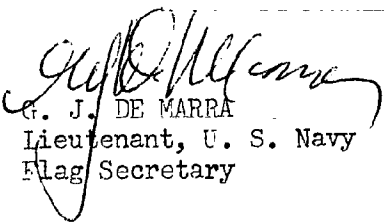
Operation Order

COMPHIBGRU ONE 303-67

VF	Fighter Squadron
VA	Attack Squadron
VP	Patrol Squadron
VS	Anti-Submarine Squadron
VMO	Observation Squadron
VORTAC	Air Navigation Facility
UTM	Universal Transverse Mercator
DASH	Drone Anti-Submarine Helicopter

J. T. BURKE, JR  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Time Zone: TANGO (+7)Annex IShip-to-Shore Movement

References: NWP 16, NWP 22, NWIP 22-3(B)

Task Organization: (Detailed Task Organization in Annex A)1. General Situation. (As in basic order)

2. This force will land the Landing Force (TG 179.0) in an assault over beaches GREEN and RED employing landing ships, landing craft and amphibious vehicles and helicopter assault into landing zones KATHY and GINA,

in order to

seize, occupy and defend a force beachhead on the west coast of Margarita and firmly establish the Landing Force ashore.

3. Execution.

a. This Annex provides for the surface ship-to-shore movement over the assault beach (RED Beach (Primary) or WHITE Beach (alternate)), and the ship-to-shore movement plan for helicopter borne units into landing zones KATHY and GINA. A diversionary landing will be conducted over GREEN Beach.

b. Landing Force (TG 179.0)

(1) On the order "Land the Landing Force", provide boat teams of troops and equipment in accordance with the consolidated landing plan (Appendix IV to this Annex).

(2) Provide and operate amphibious vehicles in accordance with the Amphibious Vehicle Availability Table and Employment Table, (Appendix III), the Consolidated Landing and Approach Plan and Assault Wave Diagram (Appendix IV)

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COMPHIBGRU ONE 303-67

(3) Provide units and personnel for assisting in the control of the ship-to-shore assault in accordance with the Control Plan (Appendix III to this Annex) for the surface landed units, and the Helicopter ship-to-shore movement (Annex H and Appendix X to this Annex) for the Helicopter-Borne units.

(4) Conduct and control salvage of landing craft and waterborne amphibious vehicles shoreward of the surf line. Accomplish emergency repairs to landing craft.

(5) Maintain communications with Naval Forces in accordance with Annex N.

(6) Assume operational control of the Beach Party Team Element upon their landing to perform normal beach party tasks as set forth in IWIP 22-3(B) and BWIP 22-5(A).

(7) Request "on-call" and non-scheduled serials through the TAC-LOG parties.

(8) Control collection, recovery and safeguarding of life jackets, cargo nets and slings in accordance with Appendix IX.

(9) Recommend to CATF the time for commencement of general unloading.

c. Transport Unit (TU 176.0.4)

(1) When directed by the CATF, take stations in Transport Area in accordance with the diagrams contained in Appendix I to this Annex.

(2) Conduct a **Diversionsary Landing** over GREEN Beach employing units of TE 176.0.4.2 at F-Hour in a ship-to-shore movement as set forth in this Annex and employing Tactical Deception as set forth in Annex Q.

(3) On the order "Land the Landing Force", conduct Pre-H-Hour transfers and load/dispatch boats as necessary to meet the schedule in the Consolidated Landing and Approach Plan, Appendix IV.

(4) Provide landing craft for the ship-to-shore movement in accordance with the Landing Craft Availability and Employment Table contained in Appendix III to this Annex, and helicopter safety boats as prescribed in Appendix X to this Annex.

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(5) Provide personnel for control of the ship-to-shore movement in accordance with the Control Plan, Appendix II to this Annex.

(6) When the assault waves have landed and when directed by CATF, conduct ship-to-shore movement of remainder of the Landing Force.

(7) When directed by CATF, commence general off-loading.

(8) Launch, assemble and emplace a 12-section causeway on the left (north) flank of RED Beach. Causeway to be operational by H+6 hours.

(9) Install ~~and operate~~ a 5000 foot Amphibious Bulk Fuel System (AABFS) on right (south) flank of RED Beach in accordance with Appendix V to this Annex. The sea component of the AABFS to be ~~operative~~ not later than H+10 hours.

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(10) Conduct a rehearsal of the assault waves of the ship-to-shore movement in accordance with Appendix XI.

d. Transport Control Element (TE 176.0.4.1)

(1) Control of the ship-to-shore movement of landing ships, landing craft and amphibious vehicles in accordance with the waterborne Control Plan, Appendix II.

(2) Control evacuation of casualties in accordance with Annex M.

(3) Establish a Boat Pool.

(4) ~~When directed by the Transport Unit Commander, launch, assemble and emplace a 12-section porton causeway on the left flank of the assault beach in accordance with Appendix VII.~~

(5) ~~When directed by the Transport Unit Commander, initiate the installation of the AABFS on the right flank of the assault beach in accordance with Appendix V.~~

(5)(6) Install underwater wire system in accordance with Appendix IX to Annex N.

e. Diversionary Element GREEN Beach (TE 176.0.4.2)

(1) Conduct diversionary landing over GREEN Beach in accordance with Tab A to Appendix I and Appendix II.

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(2) Control ship-to-shore movement of LVTs over GREEN Beach in accordance with Appendix II and Appendix IV.

(3) Keep CTU 176.0.4 informed of commencement, progress and completion of landing.

f. LPH Element (TE 176.0.4.3)

(1) When directed by the Transport Unit Commander (CTU 176.0.4), land the helicopter-borne units in accordance with Appendix X.

(2) Keep CTU 176.0.4 informed of progress.

g. LST Control Element (TE 176.0.4.4)

(1) When directed by ~~Commander Transport Control Element (PCS)~~ <sup>Commander Transport Unit</sup> about H+1, control causeway installation in coordination with Causeway Team Commander in accordance with Appendix VII.

(2) Advise PCS one hour in advance of the estimated time causeway will be ready for emplacement, and again when causeway is ready for emplacement.

(3) After causeway becomes operable, and when directed by PCS, control the marriage and divorce of the LSTs to the causeway pier, commencing about H+6.

(4) When directed by PCS, control the retraction and back loading of causeway sections aboard LST upon termination of causeway operations. Coordinate with Pontoon Causeway Element Commander. Keep PCS advised of backloading progress.

(5) Advise PCS when LSTs are secure for sea upon completion of back-loading of causeways.

h. Beach Party Team Element (TE 176.0.4.5). Upon landing conduct beachmaster operations as directed by the Landing Force Commander in carrying out tasks and procedures in NWIP 22-3(B), NWIP 22-5(A), Landing Force OPORD 2-67 and this OPORD.

i. Pontoon Causeway Element (TE 176.0.4.6)

(1) Control movement of warping tugs on D-Day from Del Mar to causeway launching area, RED Beach, to arrive no later than H+1.

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(2) Coordinate launching of causeway sections about H+1 with LST Control Element Commander and commence assembly.

(3) When causeway is ready for emplacement, advise PCS and report to Commander Beach Party Team Element for operational control.

(4) When directed by Beach Party Team Element Commander, emplace causeway on the range established and assist in the conduct of causeway operations.

(5) When directed by the Beach Party Team Element Commander, retract causeway, disassemble sections and coordinate back loading with LST Control Element Commander.

j. Bulk Fuel Element (TE 176.0.4.7)

(1) Commander Bulk Fuel Element (CTE 176.0.4.7) provide the ship-to-shore Bulk Fuel Team and the necessary equipment required to install, maintain and recover the buoyant ship-to-shore system.

(2) When directed by the Transport Unit Commander, commence installation of the ship-to-shore component of the AABFS and report to the operational control of the Beach Party Commander.

(3) Approximately one hour prior to completion of installations of the system, inform the Transport Unit Commander, the Beach Party Commander and the Control Element Commander of the estimated time the system will be ready to receive the fuel delivery ship.

(4) Maintain constant vigilance on the system and effect repairs when required.

(5) Assume control of the safety patrol boats in the absence of a fuel delivery ship. Release safety patrol boats when bulk fuel operations are completed.

(6) When directed, recover the ship-to-shore component of the AABFS. Keep PCS and CTU 176.0.4 advised of progress.

k. Del Mar Port Control Element (TE 176.0.4.8)

(1) Coordinate movement of ships and craft and loading of ships at Del Mar Boat Basin.

(2) Coordinate activities of support units pre-positioned at Del

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Mar.

1. Assault Craft Element (TE 176.C.4.9)

(1) Augment Amphibious Task Force boating in accordance with Tab A to Appendix III.

(2) Operate as directed by PCS and in accordance with Appendix III.

x. Coordinating Instructions.

(1) A rehearsal will be conducted on the SILVER STRAND Beaches WHITE II and GREEN II for helicopter and surface assault waves in accordance with Appendix XI.

(2) RED Beach is the primary surface assault beach and will be used as such unless signalled to the contrary. WHITE Beach is designated the alternate surface assault beach and will be used only if specifically directed by CATF.

(3) Task units/ships conduct own time checks by chronometer and/or WWV time check.

(4) Any unit unable to meet H-Hour notify the Transport Unit Commander immediately, giving amplifying information and recommendations as soon as possible.

(5) "Land the Landing Force" will be signalled about H-150 minutes on D-Day and about H-130 minutes on R-Day by CATF.

(6) Ships submit off-loading reports in accordance with Tab A to Appendix II to this Annex.

(7) Ships make immediate report of inoperative landing craft and amphibious vehicles to the Transport Unit Commander, including ETR and any assistance or change necessitated to carry out landing plans.

(8) If a boat is stranded, broached, malfunctioning, or otherwise inoperative, display an orange life jacket atop an upright boat hook.

(9) LCVP will be rigged for emergency ramp-raising procedures. Ramps will be inspected and tested as necessary before R-Day and D-Day to ensure reliability. LCM(6) will be rigged to perform LCM-assist beaching.

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(10) Each ship of the Transport Unit will ensure that Landing Craft and helicopters assigned, and in her immediate vicinity, are maintained under strict control.

4. Administration and Logistics.

- a. Parent ships provide rations and relief crews for their boats remaining on station for long period of time.
  - b. Evacuate and treat casualties in accordance with Annex M.
  - c. Life jacket recovery in accordance with Appendix IX to this Annex.
  - d. Secondary Control Ship (SCS) coordinate refueling of boats..
5. Communications in accordance with Annex N.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Appendices:

- I       Transport Area Diagram and Anchorage Coordinates
  - Tab A - GREEN Beach Diagram
  - B - RED Beach Diagram
  - C - WHITE Beach (Alternate) Diagram
  - D - Rehearsal Area Beach Diagram
- II       Waterborne Control Plan
  - Tab A - Waterborne Serial Report System
  - B - Night or Low Visibility Control Plan
  - C - Personnel Transfer Plan
  - D - High Surf Plan
- III      Landing Craft and Amphibious Vehicle Availability and Employment Tables
  - Tab A - Landing Craft Availability Table
  - B - Amphibious Vehicle Availability Table

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- C - Landing Craft Employment Table
- D - Amphibious Vehicle Employment Table
- E - Landing Craft Employment Table (High Surf)

## IV Consolidated Landing and Approach Plans and Assault Wave Diagrams

- Tab A - Consolidated Landing and Approach Plan GREEN Beach
- B - Assault Wave Diagram GREEN Beach
- C - Consolidate Landing and Approach Plan RED (WHITE) Beach (Normal Surf)
- D - Assault Wave Diagram RED (WHITE) Beach (Normal Surf)
- E - Consolidated Landing and Approach Plan, RED (WHITE) Beach (High Surf)
- F - Assault Wave Diagram RED (WHITE) Beach (High Surf)

## V Amphibious Bulk Fuel Delivery Plan

## VI Unloading Plan

- Tab A - Serial Assignment Table
- B - Landing Sequence Table, RED (WHITE) Beach, Normal Surf
- C - Landing Sequence Table, RED (WHITE) Beach, High Surf
- ~~D - Landing Sequence Table, Helicopter Delet~~

## VII Causeway Plan

## VIII Boat Salvage Plan

- Tab A - LCM Assist Beaching Plan

## IX Life Jacket, Sling and Cargo Net Recovery Plan

## X Helicopter Ship-to-Shore Movement

- Tab A - Helicopter Availability Table
- B - Helicopter Employment and Assault Landing Table
- C - Helicopter Approach Lanes and Landing Zones D-Day and R-Day
- D - Helicopter Safety Boats
- E - Helicopter Crash Procedures

## XI Rehearsal Plan

- Tab A - SILVER STRAND Beach Orientation
- B - SILVER STRAND Beach Intelligence

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APPENDIX I TO ANNEX ITRANSPORT AREA DIAGRAM AND ANCHORAGE COORDINATES

Ref: (a) NWIP 16, NWP 22, NWIP 22-3

Zone Time: Tango (+7)

1. RED, GREEN, WHITE (Alternate) and Rehearsal Beach diagrams are prescribed in Tabs A, B, C and D to this Appendix. Transport Area Anchorage Coordinates are also provided herein.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
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Authenticated;

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant U. S. Navy  
Flag Secretary

## TABS:

- A. Green Beach Diagram
- B. Red Beach Diagram
- C. White Beach (Alternate) Diagram
- D. Rehearsal Area Beach Diagram

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San Diego, California

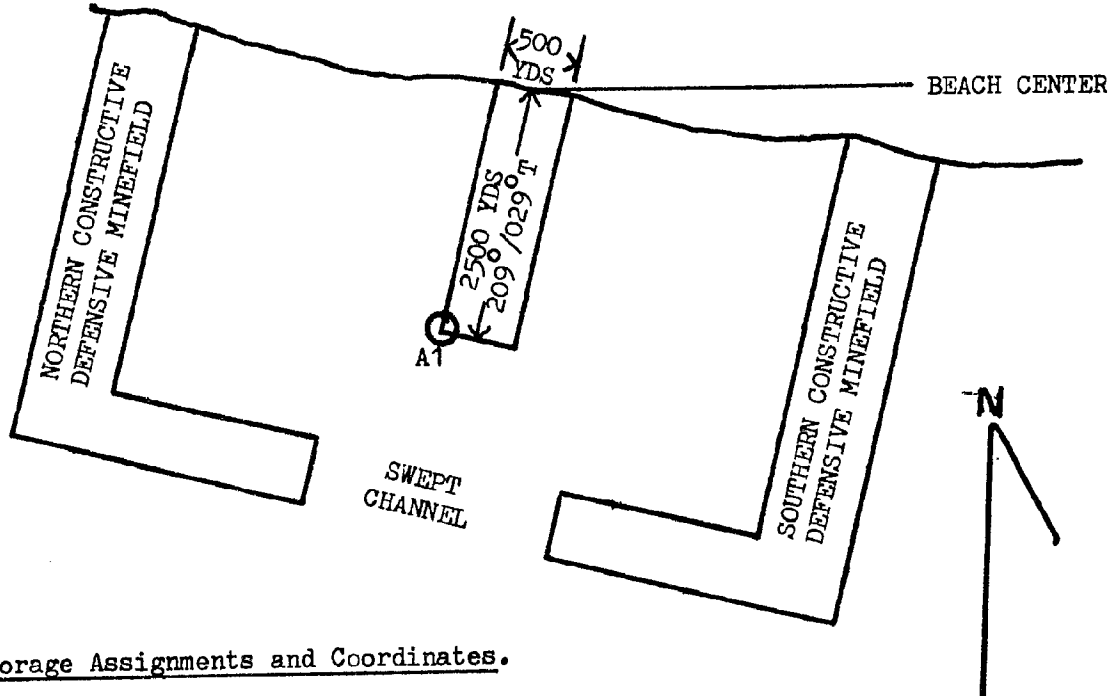
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Tab A to Appendix I to Annex ITransport Area DiagramGREEN Beach1. Transport Area Diagram - GREEN Beach

Chart Reference: H.O. 15,010-50-1

Beach Center: 32-22-45N 117-34-23W

2. Anchorage Assignments and Coordinates.

a. <u>Ship</u>	<u>Anchorage</u>	<u>Coordinates</u>
WEXFORD COUNTY	A1	33°21'42.5"N 117°35'15.0"W

b. Transport Area Coordinates.

33-23-10N	117-35-38W
33-21-16N	117-36-50W
33-20-25N	117-34-44W
33-22-12N	117-33-35W

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c. A swept channel of 5000 yards in length and 1000 yards in width extends from the 100 fathom curve to the Transport Area. Swept Channel Coordinates are:

33-20-57.5N	117-36-04W
33-19-04N	117-37-18W
33-18-33N	117-36-57W
33-20-44N	117-35-32W

d. Constructive Defensive Minefield Coordinates:

Northern Minefield

33-23-22N	117-35-48W
33-21-10N	117-37-13W
33-20-45N	117-36-13W
33-20-57.5N	117-36-04W
33-21-16N	117-36-50W
33-23-10N	117-35-38W

Southern Minefield

33-22-12N	117-33-35W
33-20-20N	117-34-44W
33-20-44N	117-35-32W
33-20-31N	117-35-40W
33-20-06N	117-34-37W
33-22-05N	117-33-20W

e. Green Beach Boat Lane:

Center: 33-22-45N	117-34-23W
Axis: 209°/029°T	
Length: 2500 yards	
Width: 500 Yards	

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San Diego, California

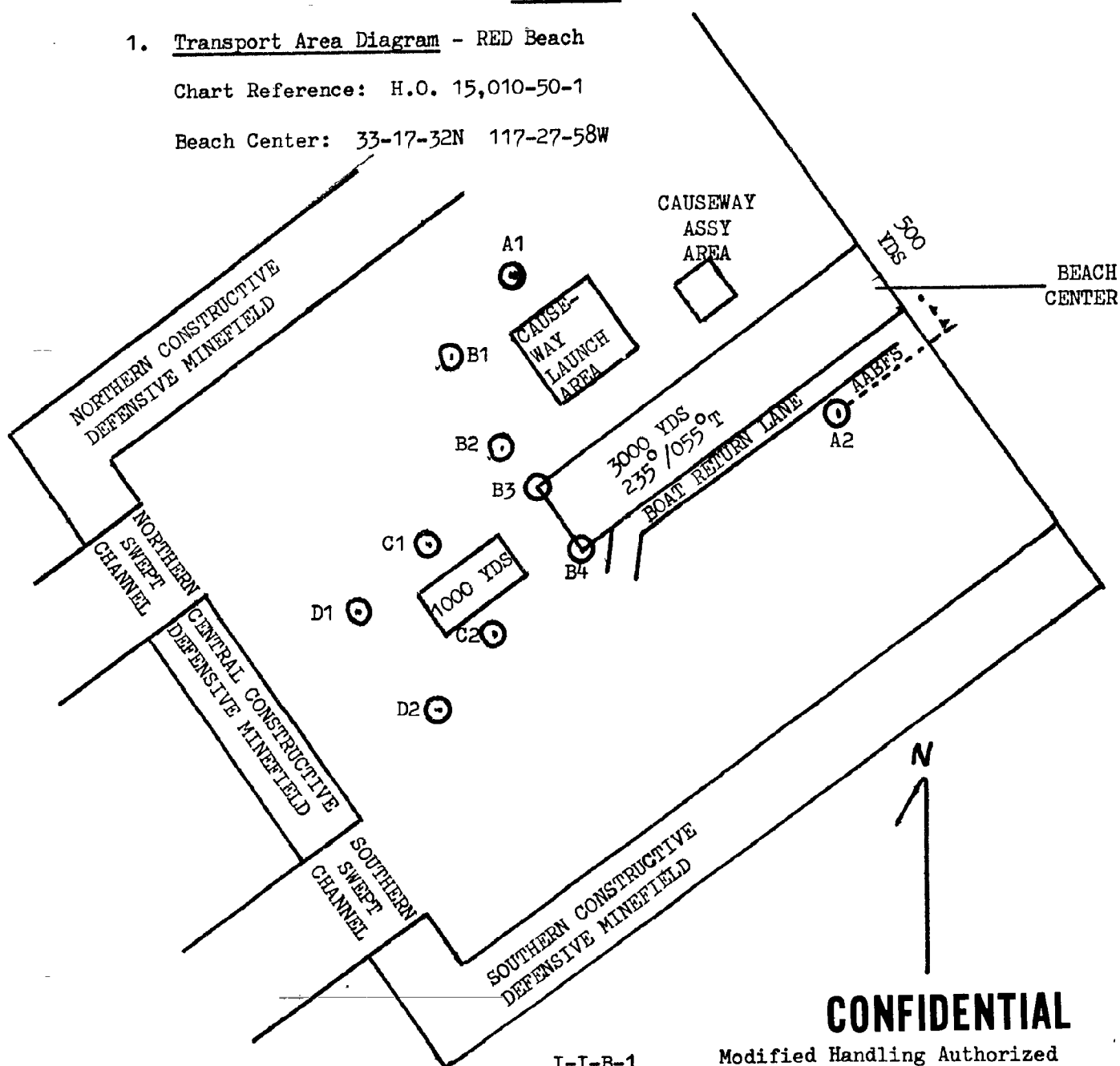
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Tab B to Appendix I to Annex ITransport Area DiagramRED Beach1. Transport Area Diagram - RED Beach

Chart Reference: H.O. 15,010-50-1

Beach Center: 33-17-32N 117-27-58W

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2. Anchorage Assignments and Coordinates.

<u>a. Ships</u>	<u>Anchorage</u>	<u>Coordinates</u>	
SUMMIT COUNTY	A1	33-17-57N	117-29-42W
AABFS	A2	33-16-43N	117-27-55W
WEXFORD COUNTY	B1	33-17-27N	117-30-00W
JEROME COUNTY	B2	33-17-08N	117-29-45W
WHETSTONE (PCS)	B3	33-16-48N	117-29-30W
CABILDO (SCS)	B4	33-16-36N	117-29-20W
OKANOGAN	C1	33-16-44N	117-30-09W
CAVALIER	C2	33-16-07N	117-29-37W
ESTES	D1	33-16-32N	117-30-40W
IWO JIMA	D2	33-15-54N	117-30-00W

b. Transport Area and Causeway Area:Transport Area Boundaries

33-18-50N	117-29-08W
33-17-08N	117-32-03W
33-14-45N	117-29-55W
33-16-28N	117-27-01W

c. Causeway Launch Area Boundaries:

33-17-52N	117-29-16W
33-17-35N	117-29-46W
33-17-11N	117-29-25W
33-17-28N	117-28-56W

d. Causeway Assembly Area Boundaries:

33-17-57N	117-28-36W
33-17-49N	117-28-51W
33-17-36N	117-28-41W
33-17-45N	117-28-26W

e. Swept Channels.

(1) Two swept channels extend from the 100 fathom curve to the Transport Area. The Northern Swept Channel is 4200 yards long and 1000 yards wide. The Southern Swept Channel is 2700 yards long and 1000 yards wide.

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(a) The Northern Swept Channel Coordinates are:

33-16-55N	117-31-53W
33-15-40N	117-34-01W
33-15-24N	117-33-28W
33-16-32N	117-31-31W

(b) The Southern Swept Channel Coordinates are:

33-15-21N	117-30-28W
33-14-30N	117-31-52W
33-14-12N	117-31-23W
33-14-57N	117-30-07W

f. Constructive Defensive Minefield Coordinates:(1) Northern Minefield

33-19-02N	117-29-20W
33-17-11N	117-32-31W
33-16-45N	117-32-08W
33-16-55N	117-31-53W
33-17-08N	117-32-03W
33-18-50N	117-29-08W

(2) Central Minefield

33-16-32N	117-31-31W
33-16-22N	117-31-48W
33-15-10N	117-30-45W
33-15-21N	117-30-28W

(3) Southern Minefield

33-16-28N	117-27-01W
33-14-45N	117-29-55W
33-14-57N	117-30-07W
33-14-47N	117-30-24W
33-14-22N	117-30-00W
33-16-15N	117-26-50W

g. Terminal Point of AABFS on Red Beach is 33-17-20N 117-27-42W.

h. Shoreward position of 12 section causeway is 33-17-45N 117-28-10W.

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COMPHIBGRU ONE 303-67

i. Red Beach Boat Lane.

Center: 33-17-32N 117-27-58W  
 Axis: 235°/055°T  
 Length: 3000 Yards  
 Width: 500 Yards

j. LPH OPAREA.

*Coordinates "area will normally*  
 (1) The LPH OPAREA ~~is a 5 mile square bounded by the following~~  
*be used by the LPH as practicable.*  
 coordinates:

33-15-18N	117-35-45W
33-12-06N	117-40-20W
33-08-16N	117-36-27W
33-11-27N	117-31-54W

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USS ESTES (AGC 12), Flagship

San Diego, California

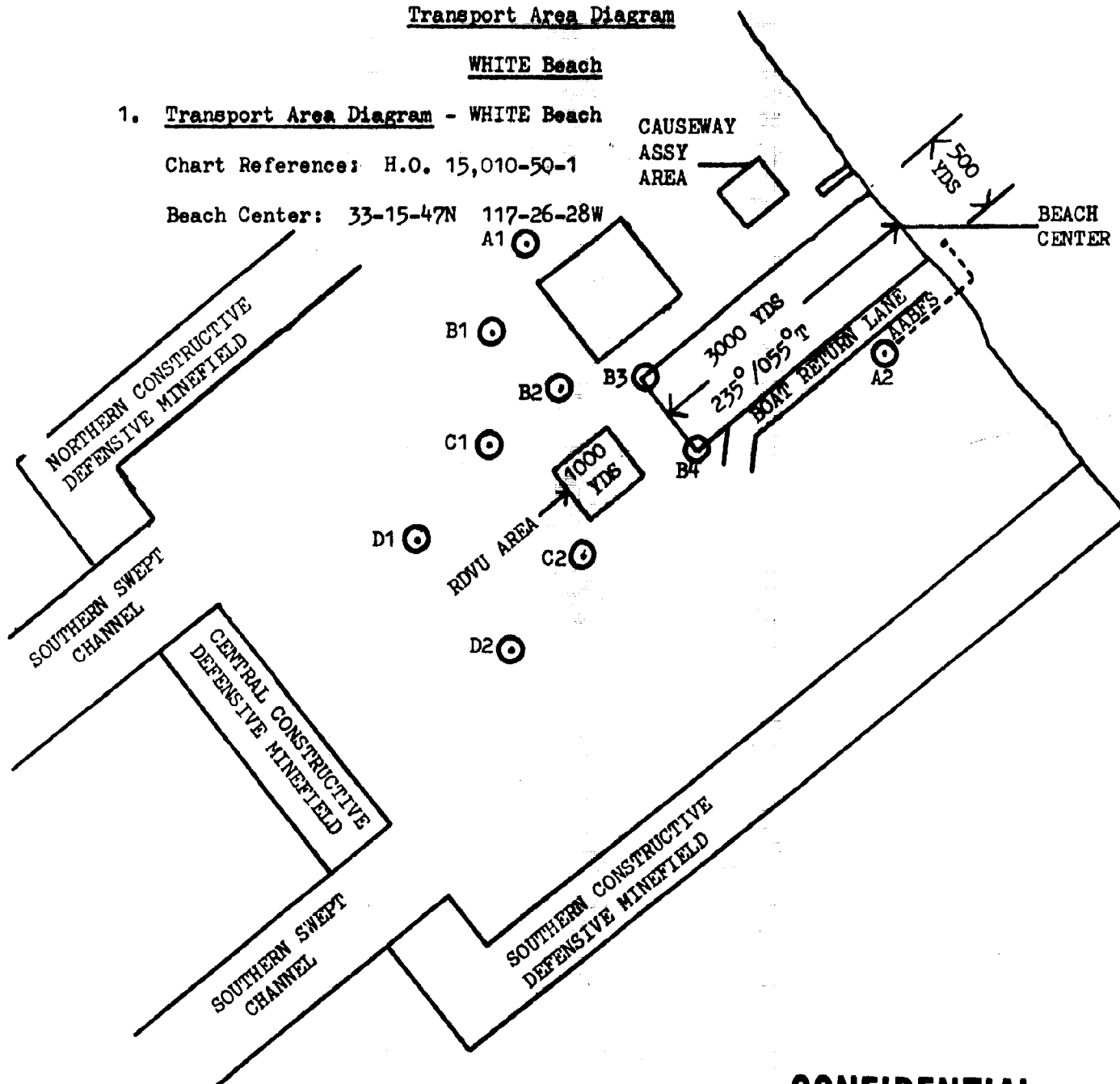
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Tab C to Appendix I to Annex ITransport Area DiagramWHITE Beach1. Transport Area Diagram - WHITE Beach

Chart Reference: H.O. 15,010-50-1

Beach Center: 33-15-47N 117-26-28W

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2. Anchorage Assignments and Coordinates.

<u>a. Ship</u>	<u>Anchorage</u>	<u>Coordinates</u>
SUMMIT COUNTY	A1	33-16-10N 117-28-08W
AABFS	A2	33-15-14N 117-26-40W
WEXFORD COUNTY	B1	33-15-40N 117-28-27W
JEROME COUNTY	B2	33-15-22N 117-28-13W
PT DEFIANCE (PCS)	B3	33-15-02N 117-27-58W
CABILDO (SCS)	B4	33-14-49N 117-27-48W
OKANOGAN	C1	33-14-57N 117-28-37W
CAVALIER	C2	33-14-22N 117-28-05W
ESTES	D1	33-14-46N 117-29-06W
IWO JIMA	D2	33-14-08N 117-28-28W

b. Transport Area and Causeway Area.Transport Area Boundaries:

33-17-05N	117-27-35W
33-15-22N	117-30-28W
33-12-54N	117-26-34W
33-14-38N	117-25-34W

c. Causeway Launch Area Boundaries:

33-16-05N	117-27-44W
33-15-48N	117-28-14W
33-15-25N	117-27-55W
33-15-40N	117-27-25W

d. Causeway Assembly Area Boundaries:

33-16-11N	117-27-05W
33-16-02N	117-27-20W
33-15-50N	117-27-10W
33-15-58N	117-26-55W

e. Swept Channels.

(1) The Northern and Southern swept channels are 2600 yards in length, 1000 yards in width and extend from the 100 fathom curve to the Transport Area.

(a) The Northern Swept Channel Coordinates are:

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33-15-09N	117-30-18W
33-14-22N	117-31-34W
33-14-00N	117-31-11W
33-14-45N	117-29-57W

(b) The Southern Swept Channel Coordinates are:

33-13-31N	117-28-56W
33-12-48N	117-30-11W
33-12-26N	117-29-48W
33-13-07N	117-28-37W

f. Constructive Defensive Minefield Coordinates.

(1) Northern Minefield:

33-17-19N	117-27-45W
33-15-24N	117-31-00W
33-14-57N	117-30-37W
33-15-09N	117-30-16W
33-15-22N	117-30-28W
33-17-05N	117-27-35W

(2) Central Minefield:

33-14-45N	117-29-57W
33-14-33N	117-30-16W
33-13-20N	117-29-14W
33-13-31N	117-28-56W

(3) Southern Minefield:

33-14-38N	117-25-34W
33-12-54N	117-28-26W
33-13-07N	117-28-37W
33-12-56N	117-28-54W
33-12-28N	117-28-31W
33-14-23N	117-25-20W

g. Terminal Point of AABFS on beach is 33-15-41N 117-26-20W.

h. Shoreward position of 12 section causeway is 33-16-00N 117-26-37W.

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COMPHIBGRU ONE 303-67

i. White Beach Boat Lane.

Center: 33-15-12N 117-26-00W  
 Axis: 235°/055°T  
 Length: 3000 Yards  
 Width: 500 Yards

j. LPH OPAREA.

(1) The LPH OPAREA, ~~is a 5 mile square bounded by the following~~  
*coordinates area will normally be used*  
 coordinates: *By the LPH as practicable*

33-15-18N	117-35-45W
33-12-06N	117-40-20W
33-08-16N	117-36-27W
33-11-27N	117-31-54W

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

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San Diego, California

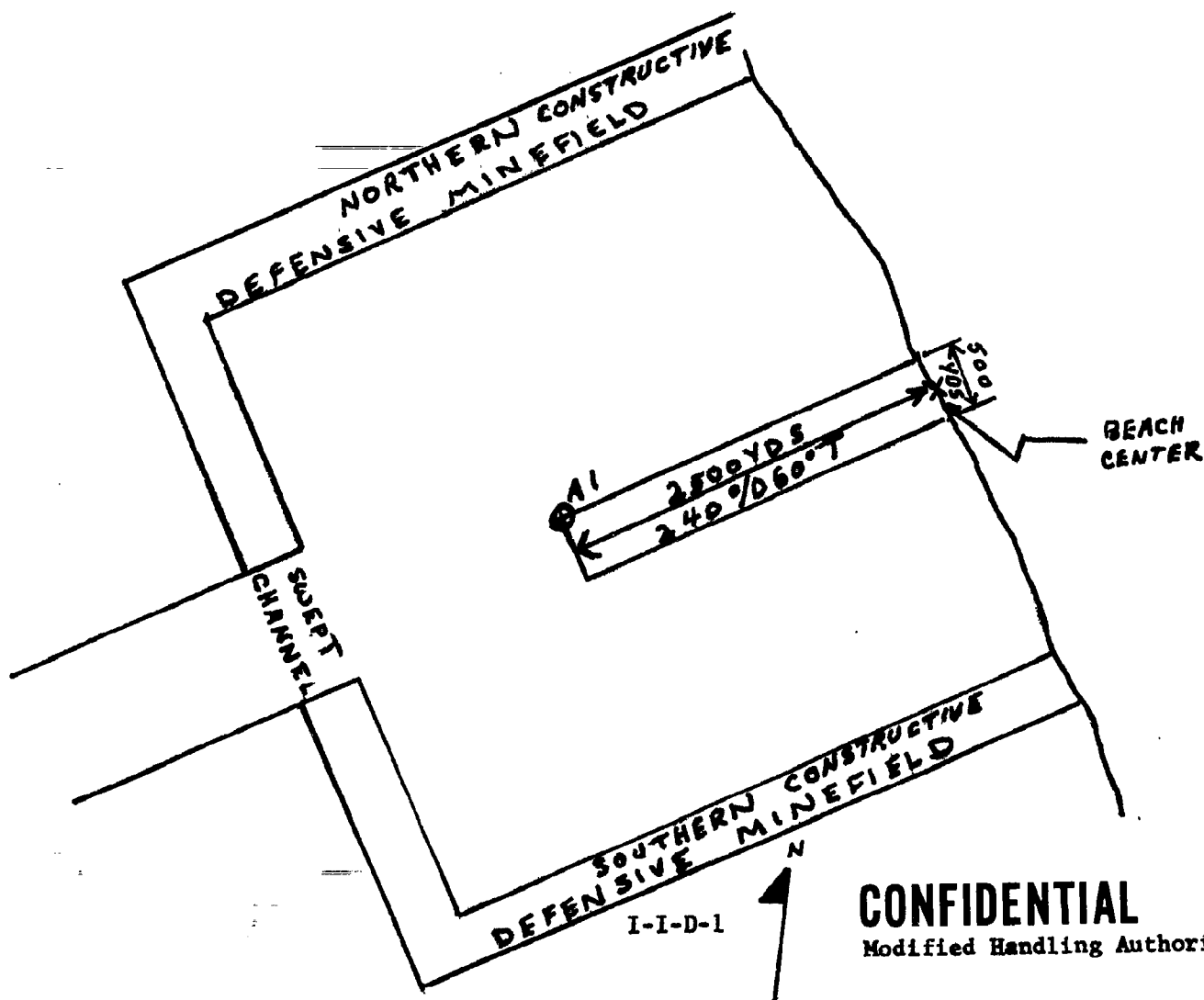
DTG: 171600Z/July 67

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TAB D TO APPENDIX I TO ANNEX ITRANSPORT AREA DIAGRAMREHEARSAL AREA (SILVER STRAND, CORONADO)1. Transport Area Diagram - Green Beach ONE

Chart Reference: H.O. ANCH. L-1

Beach Center: 33-38-38N 117-09-13W

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2. Anchorage Assignments and Coordinates.

<u>a. Ship</u>	<u>Anchorage</u>	<u>Coordinates</u>
WEXFORD COUNTY	A1	32-39-10N 117-10-34W

b. Transport Area Coordinates:

32-40-17N	117-10-05W
32-39-18N	117-12-06W
32-37-38N	117-10-52W
32-38-38N	117-08-51W

c. A Swept Channel 5000 yards in length and 1000 yards in width extends seaward from the Transport Area. Swept Channel Coordinates are:

32-38-40N	117-11-39W
32-37-24N	117-14-10W
32-37-00N	117-13-51W
32-38-15N	117-11-20W

d. Constructive Defensive Minefield Coordinates(1) Northern Minefield:

32-40-28N	117-10-19W
32-39-23N	117-12-32W
32-38-33N	117-11-53W
32-38-40N	117-11-39W
32-39-18N	117-12-06W
32-40-17N	117-10-05W

(2) Southern Minefield:

32-38-38N	117-08-51W
32-37-38N	117-10-52W
32-38-15N	117-11-20W
32-38-07N	117-11-35W
32-37-18N	117-10-58W
32-38-24N	117-08-44W

e. Green Beach ONE Boat Lane.

Center:	32-38-38N	117-09-13W
Axis:	240/060° T	
Length:	2500 Yards	
Width:	500 Yards	

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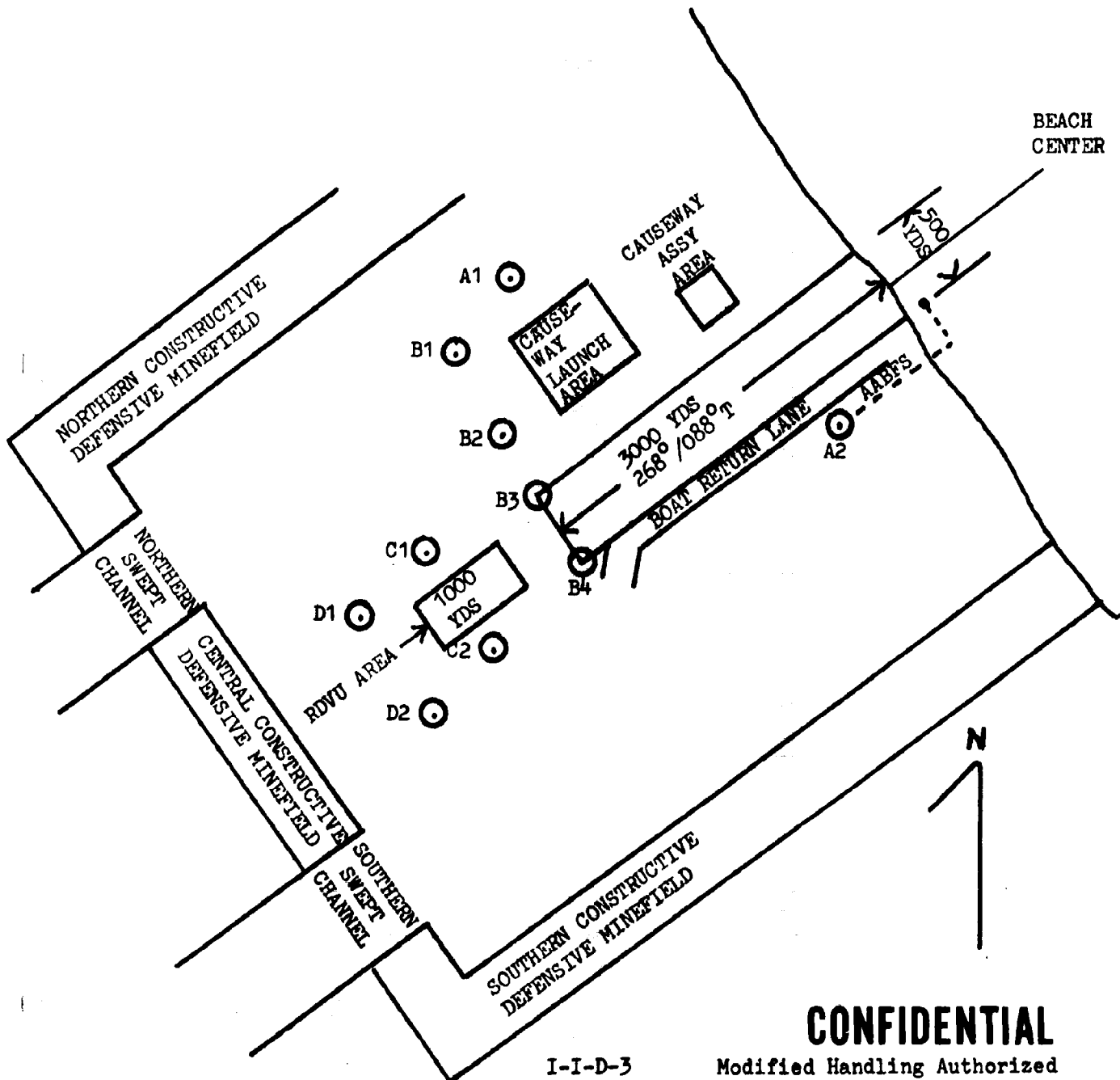
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## 3. Transport Area Diagram - WHITE Beach TWO

Chart References: H.O. ANCH L-1

Beach Center: 32-36-14N 117-07-57W



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4. Anchorage Assignments and Coordinates.

a. <u>Ship</u>	<u>Anchorage</u>	<u>Coordinates</u>	
SUMMIT COUNTY	A1	32-37-18N	117-09-11W
AABFS	A2	32-35-54N	117-08-29W
WEXFORD COUNTY	B1	32-37-02N	117-09-46W
JEROME COUNTY	B2	32-36-40N	117-09-44W
PT DEFIANCE (PCS)	B3	32-36-17N	117-09-44W
CABILDO (SCS,	B4	32-36-02N	117-09-43W
OKANOGAN	C1	32-36-31N	117-10-21W
CAVALIER	C2	32-35-47N	117-10-19W
ESTES	D1	32-36-36N	117-10-50W
IWO JIMA	D2	32-35-55N	117-10-48W

B. Transport Area and Causeway Area.Transport Area Boundaries:

32-38-02N	117-08-31W
32-37-55N	117-11-34W
32-34-44N	117-11-25W
32-34-52N	117-07-54W

c. Causeway Launch Area Boundaries:

32-37-04N	117-08-53W
32-37-02N	117-09-28W
32-36-33N	117-09-26W
32-36-34N	117-08-52W

d. Causeway Assembly Area Boundaries:

32-36-50N	117-08-17-W
32-36-49N	117-08-35W
32-36-34N	117-08-34W
32-36-35N	117-08-16W

e. Swept Channels.

(1) Two 3000 yard swept channels, 1000 yards wide, extend seaward from the Transport Area.

(a) The Northern Swept Channel Coordinates are:

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32-37-41N	117-11-33W
32-37-37N	117-13-18W
32-37-08N	117-13-17W
32-37-11N	117-11-32W

(b) The Southern Swept Channel Coordinates are:

32-35-28N	117-11-27W
32-35-25N	117-13-12W
32-34-55N	117-13-11W
32-34-59N	117-11-26W

f. Constructive Defensive Minefield Coordinates, White Beach TWO.(1) Northern Minefield:

32-38-16N	117-08-40W
32-38-10N	117-11-52W
32-37-40N	117-11-51W
32-37-41N	117-11-33W
32-37-55N	117-11-34W
32-38-02N	117-08-31W

(2) Central Minefield:

32-37-11N	117-11-32W
32-37-10N	117-11-50W
32-35-28N	117-11-45W
32-35-28N	117-11-27W

(3) Southern Minefield:

32-34-52N	117-07-54W
32-34-44N	117-11-25W
32-34-59N	117-11-26W
32-34-58N	117-11-44W
32-34-29N	117-11-42W
32-34-37N	117-07-55W

g. Terminal Point of AABFS on beach is 32-35-56N 117-07-54W

h. Shoreward position of 12 section causeway is 32-36-29N 117-08-00W.

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i. White Beach TWO Boat Lane.

Center: 32-36-14N 117-07-57W  
Axis: 268°/088°T  
Length: 3000 Yards  
Width: 500 Yards

j. LPH OPAREA.

*coordinates area will*  
(1) The LPH OPAREA ~~is a 5 mile square bounded by the following~~  
*Normally be used by the LPH AS*  
coordinates: *Practicable*

32-34-20N	117-20-00W
32-29-15N	117-20-00W
32-29-15N	117-14-04W
32-34-20N	117-14-04W

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Authenticated:

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COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9Appendix II to Annex IWaterborne Control Plan

References: NWP 16, NWP 22, NWIP 22-3(B)

Zone Time: Tango (+7)

Task Organization. (Detailed organization in Annex A)

1. General Situation. (As in basic plan.)
2. This Control Element will control the movement of landing ships, landing craft and amphibious vehicles in the Ship-to-Shore Movement over RED Beach (primary) or WHITE Beach (alternate).
3. Execution.
  - a. Landing Force. Provide Tactical Logistical Parties to the Transport Unit Commander and Primary Control Ship prior to H-60 minutes.
  - b. Transport Unit. Provide personnel and craft for control, salvage, medical, wire laying, bulk fuel and causeway operations as indicated in Appendix III.
  - c. Transport Control Element (TE 176.0.4.1).
    - (1) Report to CTU 176.0.4, prior to H-90 minutes, R-Day and D-Day, estimated set and drift of current at LOD.
    - (2) Advise CTU 176.0.4, prior to H-60 minutes, whether H-Hour (R-Hour) can be met.
    - (3) Control the movement of scheduled waves from Boat Rendezvous Area (BRA) across the line of departure (LOD) and on to the beach in accordance with Approach Schedule contained in Appendix IV and NWIP 22-3(B).
    - (4) Track and vector scheduled waves and ensure arrival on the beach at the prescribed time.
    - (5) Submit scheduled wave progress reports to Transport Unit Commander when waves are dispatched from LOD, 1000 yards from beach and touchdown. Report touchdown times as e.g., "time early      secs.",

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"time late \_\_\_\_ secs.", or "on time".

(6) Dispatch "on call" waves/units and non-scheduled serials when requested by the TACLOG and when beach conditions permit.

(7) Control salvage operations seaward of the surf line.

(8) Establish a ready boat pool from landing craft returning from beach (from scheduled and on call waves). Direct landing craft not required in boat pool to return to parent ships or other ships designated to await serial loading assignments.

(9) When directed by the Transport Unit Commander, launch, assemble and emplace a 12-section causeway on the left flank of RED Beach in accordance with Appendix VII.

(10) Provide boat and assist Beachmaster in installation of underwater wire communication system as described in Appendix IX to Annex N.

(11) Secondary Control Ship (SCS) will:

(a) Assist PCS as directed.

(b) Be prepared to assume duties as PCS.

(c) Act as Boat Haven.

d. Diversionary Element GREEN Beach (TE 176.0.4.2).

(1) When directed by CATF proceed to the designated GREEN Beach and conduct diversionary landing.

(2) Advise CTU 176.0.4 by F-40 minutes whether F-Hour can be met.

(3) Inform the Transport Unit Commander when the last scheduled wave has landed.

(4) After LVT's are safely ashore, WEXFORD CTY proceed to assigned anchorage in RED Beach Transport Area.

(5) Upon arrival RED Beach Transport Area (about 0730T) dissolve TE 176.0.4.2 without signal.

x. Coordinating Instructions.

(1) Dispatch LVT waves directly from source ships to LOD to permit

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a timely rendezvous at the LOD.

(2) Source ships control boats/boat waves direct to BRA. Upon arrival at BRA, Wave Commanders report to PCS on Beach Operations Net then shift to Boat Control Net as directed by PCS.

(3) LVT's continue past high water mark prior to stopping, debarking troops or making flanking movement.

(4) All scheduled waves lower serial paddles, close battle ports on LVT's at 1000 yards from beach.

(5) Ships are NOT to load non-scheduled serials in landing craft until requested by the Control Element Commander.

(6) On-call waves and free boats, after being loaded, remain in vicinity of their serial source ship until called for by the Control Element.

(7) Wave guides of LVT waves meet their respective waves as they splash from their source ship and guide them to the LOD.

(8) Dispatching and Wave Formations and Control:

(a) Source ships dispatch LVT's, under control of the Wave Guide, toward the LOD. Each LVT wave will form in column, distance 50 yards, and proceed at 4 knots to a position parallel to and seaward of the LOD. The BGC and Wave Guides report to the PCS on Boat Control Net. Wave Guides signal a flanking formation timed to cross the LOD on schedule.

(b) LVT waves cross the LOD in line abreast formation at 4 knots. The PCS will maintain positive control of the waves using Boat Control Net. On approaching the surf line the BGC and Wave Guides will turn off to the right flank remaining well clear of LVT's. The BGC will establish the Boat Assembly Area and become the Traffic Control Officer.

(c) Landing craft of scheduled waves proceed from wave assembly circles, under control of Wave Commanders, to the Boat Rendezvous Area (BRA) in column, distance 50 yards. Wave Commanders will signal departure from the BRA. Each landing craft wave will form a wedge formation, distance 50 yards, and proceed toward the LOD. When wave is approximately 200 yards seaward of the LOD, the Wave Commander will report to the PCS on Boat Common Net.

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(d) Landing craft of scheduled waves, upon signal from their Wave Commander, form a line abreast prior to arriving at the LOD. The PCS will maintain positive control of all waves using Boat Control Net. When wave is 1000 yards from beach, the Wave Commander will signal battle speed. On approaching the surf line, the ABGC, Heavy Salvage Boat and Medical Boat will turn off to the left flank and standby for their respective assigned missions; the Assistant Salvage Boat will turn off to the right flank and standby for salvage operations. The ABGC becomes the Salvage Officer.

(e) Landing craft will, after retraction, proceed to the right flank and report to the Traffic Control Officer. The boat return lane is on the right flank.

(14) Speeds to be used for landing craft and amphibious vehicle transits are:

<u>Craft</u>	<u>Speed (Knots)</u>
LCU (1610 class)	9
LCU (1485 class)	4
LCM (8)	9
LCM (3)/(6)	8
LCVP	7
LVT	4

(15) Command Control:

(a) To forestall enemy interference with wave guidance, a positive "GO" or "NO GO" signal for turning waves away, used in conjunction with specific directions over the Boat Control Net, shall be used. "GO-NO GO" procedures are to be used only in extreme emergency on order by CATF. These signals shall be used as follows:

1. The ZULU flag shall be flown from the main truck of the Primary Control Ship (PCS) from the time the first wave crosses the LOD until touchdown of the last scheduled wave if no turnaway is desired.

2. While the ZULU flag is flying, and if no other "NO GO" signals are executed, waves after crossing the LOD will continue to the beach and land as previously directed.

3. If a general turnaway is ordered, the following applies:

a. The letter "QUEBEC" will be sent by flashing light from PCS to the Boat Group Commander.

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*Green Smoke Streamer*  
 b. ~~Two RED Very Pistol Flares will be fired by the~~  
~~Primary Control Ship (PCS).~~ *will be displayed by Primary*  
*Control Ship (PCS)*  
 c. Four or more short blasts on the ships whistle  
 will be sounded by the PCS.

d. The ZULU flag will be hauled down by the PCS.

e. The PCS will transmit on Boat Control Net:  
 (Beach Color) "DAVEY CROCKET", I SAY AGAIN, "DAVEY CROCKET".

f. The BGC and responsible WGC of waves concerned  
 turn all odd number boat waves (first and third) that have crossed the  
 LOD to the right flank of the boat lane, and all even number boat waves  
 (second and fourth) that have crossed the LOD to the left flank of the  
 boat lane, if he notes any three of the above five signals. He will  
 then proceed as directed by the PCS on Boat Control Net or visual means.  
 In the absence of subsequent instructions from the PCS, the WGC will  
 return all craft in the assigned wave to the original boat/craft rendez-  
 vious area and await instructions from the PCS.

4. If a single wave or a specific wave is ordered to  
 turnaway after crossing the LOD, the following will apply:

a. The wave number plus "X-RAY" will be sent by  
 flashing light to the wave guide commander of the desired wave.

b. A "WHITE" Very Pistol Flare will be fired by the  
 PCS to draw attention of all Wave Guide Commanders.

c. The PCS will transmit on Boat Control Net (Beach  
 Color):

"ONE DANIEL BOONE ONE" - Wave One

"TWO ABRAHAM LINCOLN TWO" - Wave Two

"THREE DAVID LIVINGSTON THREE" - Wave Three

"FOUR GEORGE WASHINGTON FOUR" - Wave Four

d. Wave Guide Commander(s) of wave(s) concerned will  
 turn the odd number waves (one or three) to the right flank of the boat  
 lane, and the even number waves (two or four) to the left flank of the  
 boat lane if he receives any two of the above specific signals. He will  
 then proceed as directed by the PCS on Boat Control Net or visual means.  
 In the absence of subsequent instructions from the PCS, the WGC will  
 return all craft in the assigned wave to the original boat craft rendez-

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vous area and await instructions from the PCS.

5. Command and Signal.

- a. Transport Unit Commander (CTU 176.0.4 and COMPHIBRON THREE) is embarked in USS HENRICO (APA-45).
- b. Transport Control Element Commander (CTE 176.0.4.1) is Commanding Officer, USS PT. DEFIANCE (LSD-31) (PCS).
- c. Second in Command of Transport Control Element is Commanding Officer, USS CABILDO (LSD-16) (SCS).

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

## Tabs:

- A. Waterborne Serial Report System.
- B. Night or Low Visibility Control Plan.
- C. Personnel Transfer Plan.
- D. High Surf Plan.

## Authenticated:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

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USS ESTES (AGC-12), Flagship

San Diego, California

DTG : 171600Z JULY 67

Msg Ref: LSLT-9

Tab A to Appendix II to Annex IWaterborne Serial Report System

1. This plan provides for a reporting system to keep CATF informed of the progress of the waterborne ship-to-shore movement.

2. Waterborne Serial Reports.

a. In order to facilitate the accounting of waterborne on-call, floating dump and non-scheduled serials, the following abbreviated serial reporting message format will be used:

(1) Key for serial reports:

ALFA	Serials dispatched to the beach during reporting period.
BRAVO	Serials at PCS at the end of reporting period.
CHARLIE	Serials enroute from Transport Ship to PCS.
DELTA	Serials sunk during the reporting period.
ECHO	Serials damaged during the reporting period to the extent that they cannot be effectively employed.
FOXTROT	Requested serials which ordinarily should be included in one of the preceding categories but which cannot be reported due to conflicting reports or insufficient information. This includes partial serials.
GOLF	Serials landed on the beach during reporting periods.

b. Identification of Reports

(1) The appropriate color of the beach will be the first word of the text. The appropriate short title, of those listed below, will be the second word of the text, followed by a listing of serials which apply.

EXAMPLE: RED CONSER ALFA 321,324,325

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<u>LONG TITLE</u>	<u>SHORT TITLE</u>	<u>MEANING</u>
Control Serial Report	CONSER	Serials dispatched to the beach from LOD by PCS.
Transport Serial Report	PORTSER	Serials dispatched from a transport to PCS.
Beach Serial Report	BEACHSER	Serials landed on beach.
Serial Status Report	SERSTAT	Serial Status report as requested.

c. Frequency of Reports

<u>SHORT TITLE</u>	<u>CONTENT</u>	<u>ORIGINATOR</u>	<u>ACTION</u>	<u>WHEN SUBMITTED</u>
PORTSER	C,D,E,F	Ship Concerned	CTU 176.0.4	Hourly
CONSER	A,B,D,E,F	PCS	CTU 176.0.4	Hourly
BEACHSER	E,G	Beachmaster	CTU 176.0.4	Hourly
SERSTAT	As required	As Directed	CTU 176.0.4	When requested


d. LST Requirements; LST need not make PORTSERS. They will, however, report the following information to CTU 176.0.4 info CTE 176.0.4.1 and CTE 176.0.4.4 as occurring:

- (1) When underway for causeway - INBOUND
- (2) When married to causeway - MARRIED
- (3) When offloading on causeway complete - EMPTY
- (4) When marriage broken - DIVORCED

3. Make reports by the most expeditious means. The following priority of systems applies: Underwater Wire, Flashing Light, ORESTES, AMPHIB COMMON, Messenger. LST's report by AMPHIB COMMON.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Authenticated:

  
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Lieutenant, U. S. Navy  
Flag Secretary

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USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Mag Ref: LSLT-9

Tab B to Appendix II to Annex INight or Low Visibility Control Plan

1. General. This plan provides for the control of boats and amphibious vehicles during periods of darkness and low visibility. This plan will not be executed unless specifically directed by CATF.

a. The PCS will use standard control procedures, except as modified or supplemented herein and will ensure the following:

- (1) Strict accounting for each LVT and landing craft.
- (2) Two way communications with each group of craft and with any craft proceeding independently.
- (3) Positive control of each craft or group of craft at all times.

b. Responsibility for Radar Tracking and Sector Control.

- (1) Scheduled waves, on call and free boats:

Serial Source Ship	Ship to Boat Rendezvous Area for landing craft: Ship to 50 yards seaward of LOD for LVT.
--------------------	---

Rendezvous area to LOD thence from LOD to beach for landing craft; 50 yards seaward of LOD to beach for LVT.

Secondary Control Ship	Vicinity of Traffic Control Officer (TCO) via boat return lane, to SCS.
------------------------	---

- (2) Selective and General Unloading:

Serial Source Ship	Ship to 500 yards seaward of LOD for landing craft; ship to 50 yards seaward of LOD for LVT.
--------------------	--

Primary Control Ship	500 yards seaward of LOD to beach; 50
----------------------	---------------------------------------

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yards seaward of LOD to beach for LVT.

Secondary Control Ship      Vicinity of Traffic Control Officer  
    (TCO), via boat return lane, to SCS.

Ass't Traffic Control      Boat haven at SCS to serial source  
 Ship                                   ship.

c. Debarlkation

(1) When waterborne, boats of each wave will form in circles within visual range of the source ship.

(2) Waves will be called alongside by colored, filtered signal light flashes corresponding to the wave number or, if possible, by megaphone.

(3) After loading, waves return to their assembly circles to await dispatch to the Boat Rendezvous Area.

d. Dispatching Waves and Wave Formations to LOD.

(1) LVT waves will be the same as normal visibility control plan with the exception that distance between LVT is 25 yards.

(2) Landing craft of scheduled waves will be dispatched by serial source ship using the Beach Operations net. Landing Craft will proceed from wave assembly areas to the Boat Rendezvous Area in column, distance 25 yards, speed 4 knots. Upon arrival the wave commander will report to the PCS who will dispatch landing craft waves to the LOD using the Beach Operations net. Should communications be lost, wave commanders will dispatch their waves at a pre-determined time. Each landing craft wave will form a wedge, distance 25 yards and proceed at 4 knots to the LOD. When waves are about 200 yards seaward of LOD and when directed by the PCS, wave guides shift to Boat Control net.

e. Scheme of Maneuver from LOD. Same as the normal visibility control plan.

f. Returning Seaward.

(1) Landing craft, after retraction, will proceed to the Boat Assembly Area (Right flank of boat lane, just seaward of surf line) and report to the Traffic Control Officer (TCO) on the Beach Operations net. The TCO will form groups comprising at least two boats and ensure that

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each group is in communication with the SCS on the (Color) Beach Operations net. The SCS will control the landing craft groups via the boat return lane to the Secondary Control Ship.

(2) TCO will dispatch all craft carrying personnel casualties without delay ensuring that the craft is radio **equipped** or is in company with a radio equipped boat.

g. Selective and General Unloading. The rendezvous area will not be used during selective or general unloading.

h. Special Signal Lights.

(1) The PCS at the LOD will use signal light filters when signaling wave commanders as follows:

Wave One	RED
Wave Two	WHITE
Wave Three	BLUE
Wave Four	YELLOW

(a) When dispatching the first wave use the following red light display:

1. During approach: 5 minute warning; display steady RED light in the direction of wave for 30 seconds. Extinguishing light means 5 minutes remaining.
2. During approach: 2 minute warning same as 1. above. Extinguishing light means 2 minutes remaining.
3. At departure time: 1 minute warning: display flashing RED light for a period of 60 seconds. Extinguishing the light dispatches the wave.

(b) When dispatching second and subsequent waves use the appropriate light filters listed above.

1. 2 minute warning: Display a steady light corresponding

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to wave for a period of 30 seconds.

2. At departure time: 1 minute warning: display a flashing light corresponding to wave for a period of 60 seconds; extinguishing this light dispatches the wave.

(c) Signals for controlling waves which have been dispatched will be in accordance with Appendix D to NWIP 22-3(B).

(2) The following additional precautions will be taken:

(a) Boat units should be accounted for between dispatching points and ultimate destinations. The dispatching unit has this responsibility until the craft are turned over to another station.

(b) Craft moving together will maintain visual contact with adjacent craft. Craft should expect their guide to throttle down at intervals to listen for other craft and should be ready to do likewise.

(3) Beach Lighting.

(a) Until conventional beach lighting can be installed, the beach center will be marked with a steady light directed seaward and corresponding to the color of the beach.

(b) After conventional beach lighting has been installed the beach will be marked in accordance with standard procedures.

i. Special Sound Identification Signals. The special sound identification signals listed below will be employed in the Transport Area when directed by CATF:

<u>SHIP</u>	<u>SOUNDING</u>		<u>FREQUENCY &amp; TYPE</u>
	<u>DEVICE</u>	<u>SIGNAL</u>	
Primary Control Ship	Whistle	Two Short Blasts	Every 4 minutes on even minutes
Secondary Control Ship	Whistle	Two Short Blasts	Every 4 minutes on odd minutes.
Casualty Evacuation Ship	Bell	Two Rapid Strokes	Every Minute

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2. Execution.

a. Primary Control Ship. Same as normal visibility control plan except that empty landing craft and LVT will be dispatched from boat haven (SCS) to serial source during selective and general unloading.

b. Commander LST Control Element (TE 176.0.4.4.): Vector causeway to the causeway beaching site marked in accordance with Appendix VII to this Annex.

c. Traffic Control Officers.

(1) Establish and control the Boat Assembly Area (right flank of boat lane just seaward of surf line).

(2) Organize landing craft smaller than LCM 8 into groups.

(3) Ensure that landing craft proceeding independently, and at least one craft per group have positive radio communications with the SCS.

x. Coordinating Instructions.

(1) Landing craft smaller than LCM 8 will be dispatched in groups of two or more, at least one boat in each group will establish positive communications prior to departing. When groups consist of LCVP, a guide boat will be assigned which will be a LCM or EMPTY LCVP (magnetic compasses in loaded LCVP are unreliable). The guide boat will be provided with a chart showing compass courses, tracks, running times and locations of intervening ships or navigational markers.

(2) During selective and general unloading boat groups will be dispatched from source ships or the Boat Assembly Area with a minimum interval of five minutes.

(3) The Transport Unit Commander will assign an identification letter to each ship in the Transport Area. Ships will transmit their letter on their NANCY beacon at 30 second intervals during debarkation and when returning boats are expected.

(4) When directed by CATF, show special lights prescribed by NWIP 22-3(B).

(5) Source ships provide reliable boat radios, with back up radios when possible, compasses, NANCY beacons and radar reflectors in all control boats, such as BGC, ABGC, Wave Guide Boats and boats for special usage which may be operated independently. Check out thoroughly all radios

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(EMCON permitting) prior to "Land the Landing Force".

(6) Source ships maintain continuous radar tracking of all their boats dispatched until positive control has been established with the receiving unit, i.e., PCS.

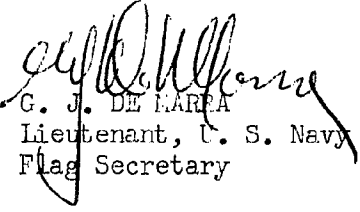
(7) PCS show an infrared beacon (360° Arc) and high intensity RED colored light (shielded from the beach) to seaward from LTLF until visibility is satisfactory.

(8) All boats are to be equipped with special lighting in accordance with Table of Lights, Appendix C to NWIP 22-3(B).

(9) All boats show normal running lights after retraction and while returning to SCS and when proceeding from SCS to ships in transport area.

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TAB C TO APPENDIX II TO ANNEX IPERSONNEL TRANSFER PLAN

LINE	A TIME	B UNIT	C SERIAL	D PERS	E FROM	F TO	G CRAFT
1.	H-150 (200)	Det Co "B" (←) 5th Recon Bn	124	19	DD-790	AGC-12	1-LCVP
2.	H-150	TACLOG, 1/28	244	4	APA-45	LSD-31	1-LCVP
3.	H-150	CMD GRP "A" BLT 1/28	226	17	APA-45	LSD-31	1-LCVP
4.	H-150	CMD GRP "B" BLT 1/28	227	16	APA-45	LSD-31	1-LCVP
5.	H-150	Co "C" (Rein) BLT 1/28	230	245	APA-45	LSD-31	3-LCM6

NOTE: Personnel transfers on R-Day will be at H-180.

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Tab D to Appendix II to Annex IHigh Surf Plan1. Execution.


- a. Execute and terminate on order of the Transport Unit Commander. GREEN and RED Beach will be signalled separately.
- b. LCVP will not be used for the ship-to-shore movement.
- c. Landing craft employment in accordance with Tab E to Appendix III.
- d. Landing and approach scheduled in accordance with Tab E to Appendix IV to this Annex.
- e. Control procedures in accordance with this Appendix.
- f. If ordered, LCM assist beaching in accordance with Tab A to Appendix VIII.
- g. In the event sea and surf conditions preclude LVT operations over GREEN Beach, the LST will be prepared to land and off-load over the beach.

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APPENDIX III TO ANNEX ILANDING CRAFT AND AMPHIBIOUS VEHICLEAVAILABILITY AND EMPLOYMENT TABLES

1. Tabs to this Appendix show the availability and employment of Landing Craft and Amphibious Vehicles.

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Tabs:

- A. Landing Craft Availability Table
- B. Amphibious Vehicle Availability Table
- C. Landing Craft Employment Table
- D. Amphibious Vehicle Employment Table
- E. Landing Craft Employment Table (High Surf)

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TAB A TO APPENDIX III TO ANNEX ILANDING CRAFT AVAILABILITY TABLE

SHIP/UNIT	LCM (3)/(6)	LCM 8	LCU	LCVP	LCPL	Warping Tugs
ESTES (AGC 12) FF				2	1	
IWO JIMA (LPH 2)						
HENRICO (APA 45) F	4			12	2	
OKANOGAN (APA 220)	2			12	3	
PT BEFIANCE (LSD 31)				2	2	
CABILDO (LSD 16)				1	1	
JEROME CTY (LST 848)				2		
WEXFORD CTY (LST 1168)				3	1	
SUMMIT CTY (LST 1148)				2		
ACB ONE						3*
ACRON/ACDIV 11	4	3	2			
TOTAL	10	3	2	36	10	3*
Less 10% for Spares	1	-	-	4	2	-
Total Avail. for Employment	9	3	2	32	8	3*
NAVY USE						
HEAVY SALVAGE	1					
COMMAND & CONTROL					2	
MEDICAL				2		
ADMIN/MESSENGER					2	
PUSHER BOATS	2					
WAVE GUIDE					2	
LANE MARKER					1	
HELO SAFETY BOAT					1	
Total - Naval Use	3	0	0	2	8	0
Total - Landing Force Use	6	3	2	30	0	3*

\* Prepositioned at Del Mar

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TAB B TO APPENDIX III TO ANNEX IAMPHIBIOUS VEHICLE AVAILABILITY TABLE

	LVTP	LVTC	LVTE	LVTR
GREEN BEACH	10	1	-	1
RED BEACH	10	1	2	-
TOTAL	20	2	2	1

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Tab C to Appendix III to Annex ILanding Craft Employment TablePart I. GREEN Beach.

LINE	A NO/TYPE CRAFT	B FROM	C TO	D SER	E REMARKS
1	1-LCPL	LST 1168	LST 1168	-	BGC LST 1168 provide
2	1-LCVP	LST 1168	LST 1168	-	Wave Guide follows wave 1
3	1-LCVP	LST 1168	LST 1168	-	Wave Guide precedes wave 2

Part II. Pre H-Hour Transfers, RED Beach (WHITE Beach).

LINE	A NO/TYPE CRAFT	B FROM	C TO	D SER	E REMARKS
1	1-LCVP	AGC 12	DD 790	124	H-150 (ABT). When directed by CATF, Deliver RECON Pers to AGC 12.
2	1-LCVP (BGC Boat)	APA 45	APA 45	244	Pre-H-Hour transfer of TAC LOG to LSD 31 at H-150.
3	1-LCVP	APA 45	APA 45	226	Pre-H-Hour transfer Cmd Grp "A" to LSD 16 at H-150.
4	1-LCVP	APA 45	APA 45	227	Pre-H-Hour transfer Cmd Grp "B" to LSD 16 at H-150.
5	3-LCM 6	APA 45	APA 45	230	Pre-H-Hour transfer Co "C" (Rein to LSD 16 at H-150)
6	1-LCM 6	LSD 31	APA 220	437	Pre-H-Hour transfer MPG, HQ BN, LSG to LSD 31 at H-150.

Part III. RED (WHITE) Beach.

LINE	A NO/TYPE CRAFT	B FROM	C TO	D SER	E REMARKS
1	8-LCVP	APA 45	APA 45	228/ 376	Wave 2. APA 45 provide wave Cdr.
2	2-LCM 6	APA 220	APA 220	240	Wave 3. APA 220 provide wave Cdr.
3	1-LCM 6	LSD 31	APA 220	240	Wave 3.
4	1-LCU	LSD 31	PCS	287	Wave 4. Pre-loaded. LSD 31 provide wave Cdr.
5	2-LCM 8	LSD 16	LSD 16	286	Wave 4. Pre-loaded.
6	1-LCPL	APA 45	PCS	-	BGC boat. APA 45 provide BGC. Precedes wave 1.

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	A	B	C	D	E
LINE	NO/TYPE CRAFT	FROM	TO	SER	REMARKS
7	1-LCPL	APA 220	PCS	--	ABGC Boat. APA 220 provide ABGC. Act as Lt Salvage boat follows wave 4
8	1-LCPL	LSD 16	PCS	Wave	guide wave 1. Precedes wave 1.
9	1-LCPL	LSD 31	PCS	--	Asst wave guide, wave 1 follows wave 1
10	1-LCVP	LSD 31	PCS	--	Medical boat. follows wave 2
11	1-LCVP	LSD 16	PCRS	--	Asst Medical Boat
12	1-LCM6	APA 45	PCS	--	Heavy Salvage Boat. Rig for Assist beaching
13	1-LCPL	AGC 12	PCS	--	Admin/Msgr Boat. Act as U/W wire layer
14	1-LCPL	APA 220	PCS	--	Admin/MSGR Boat
15	1-LCPL	AGC 12	TACC	--	Helo Safety Boat
16	1-LCPL	APA 45	PCS	--	Lane Marker, if directed
17	1-LCPL	APA 220	PCS	--	Lane Marker, if directed
18	1-LCPL	LST 848	PCS	--	Lane Marker, if directed
19	1-LCPL	LST 1148	PCS	--	Lane Marker, if directed
20	2-LCM6	APA 45	PCS	--	Pusher Boat. When directed Rigged as pusher boats and for assist beaching prior to D-Day.
21	6-LCVP	APA 220	APA 220	233	On call. Report to PCS at H-Hour.
22	1-LCU	LSD 31	LSD 31	377	On call. Pre loaded. Report to PCS at H-Hour.
23	1-LCM8	LSD 31	LSD 31	378	On call. Pre loaded. Report to PCS at H-Hour.
24	1-LCVP	APA 45	APA 45	250	On call, Report to PCS at H-Hour.
25	1-LCVP	APA 220	APA 220	251	On call. Report to PCS at H+15.
26	1-LCVP	APA 220	APA 220	252	On call. Report to PCS at G+15.
27	1-LCVP	APA 220	APA 220	253	On call. Report to PCS at H+15.
28	1-LCVP	APA 220	APA 220	254	On call. Report to PCS at H+15
29	1-LCVP	APA 45	APA 45	255	On call. Report to PCS at H+ 15.

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	A	B	C	D	E
LINE	NO/TYPE CRAFT	FROM	TO	SER	REMARKS
30	1-LCVP	APA 220	APA 45	256	On call. Report to PCS at H+15
31	1-LCVP	LST 1148	APA 45	257	On call. Report to PCS at H+15
32	1-LCVP	APA 220	APA 220	258	Floating Dump. Report to PCS at H-Hour.
33	1-LCVP	APA-220	APA-220	259	Floating Dump. Report to PCS at H-Hour.
34	1-LCVP	APA 220	APA 45	260	On call. Report to PCS at H+45
35	1-LCVP	APA 220	APA 45	261	On call. Report to PCS at H+60
36	1-LCVP	LST 848	APA 45	263	On call. Report to PCS at H+60
37	1-LCVP	LST 1168	APA 45	264	On call. Report to PCS at H+60
38	1-LCVP	LST 1168	APA 45	265	On call. Report to PCS at H+60
39	1-LCM6	LSD 16	APA 45	270	On call. Report to PCS at H+90
40	1-LCM6	LSD 16	APA 45	271	On call. Report to PCS at H+90

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TAB D TO APPENDIX III TO ANNEX IAMPHIBIOUS VEHICLE EMPLOYMENT TABLEPart I. Green Beach

LINE	NO/TYPE CRAFT	FROM	TO	SER	REMARKS
1	6-LVTP-5	LST 1168	LST 1168	298	Wave 1
2	1-LVTC	LST 1168	LST 1168	298	Wave 1
3	4-LVTP-5	LST 1168	LST 1168	299	Wave 2

Part II. Red (White) Beach

LINE	NO/TYPE CRAFT	FROM	TO	SER	REMARKS
1	9-LVTP-5	LSD 31	PCS	281	Wave 1
2	2-LVTE	LSD 31	PCS	282	Wave 1
3	1-LVTC	LSD 31	LSD 16	283	Free Boat. Command Group A.
4	1-LVTP-5	LSD 31	LSD 16	284	Free Boat. Command Group B.
5	1-LVTR	LSD 31	PCS	272	On-Call. Report at H-Hour.

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TAB E TO APPENDIX III TO ANNEX ILANDING CRAFT EMPLOYMENT TABLE RED (WHITE ) BEACH (HIGH SURF)

Part I. Pre H-Hour Transfers (Same as Normal Surf Plan - Tab C)

Part II. Red (White) Beach

LINE	A NO/TYPE CRAFT	B FROM	C TO	D SER	E REMARKS
1	3-LCM6	LSD 16	APA 45	228/ 376	Wave 2. LSD 16 provide wave Cdr,
2					
3	2-LCM6	APA 220	APA 220	240	Wave 3. APA 220 provide wave Cdr
4	1-LCU	LSD 31	PCS	377	Wave 3. Pre-loaded,
5	1-LCU	LSD 16	LSD 16	287	Wave 4. LSD 16 provide wave Cdr, Pre-loaded
6	2-LCM8	LSD 16	LSD 16	286	Wave 4. Pre-loaded
7	1-LCPL	LSD 31	PCS	--	BGC Boat. LSD31 provide BGC. Precedes Wave 1
8	1-LCPL	APA 220	PCS	--	ABGC Boat. APA 220 provide ABGC. Act as Lt Salv Boat Follows wave 4
9	1-LCPL	LSD 31	PCS	--	Wave Guide Wave 1. Precedes wave 1
10	1-LCPL	LSD 31	PCS	--	Asst Wave Guide Wave 1 Follows wave 1
11	1-LCVP	APA-220	PCS	--	Medical Boat. Follows wave 2
12	1-LCVP	LSD 16	PCRS	--	Asst Medical Boat
13	1-LCM6	APA 45	PCS	--	Heavy Salvage Boat. Rig for assist beaching
14	1-LCPL	AGC 12	PCS	--	Admin/Msgr Boat. Act as U/W wire layer
15	1-LCPL	APA 220	PCS		Admin/Msgr Boat.
16	1-LCPL	APA 45	TACC	--	Helo Safety Boat
17				--	
18	1-LCPL	APA 220	PCS	--	Lane marker, if directed
19				--	
20				--	

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	A	B	C	D	E
LINE	NO/TYPE CRAFT	FROM	TO	SER	REMARKS
21	2-LCM 6	APA 45	PCS	-	Pusher Boats. When directed. Rigged as Pusher Boats and for assist beachin prior to D-Day.
22	1-LCM 6	LSD 16	APA 220	258/ 259	Floating Dump. Report to PCS at H-Hour.
23	1-LCM 8	LSD 16	LSD 16	378	On call. Report to PCS at H-Hour. Pre-loaded.

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San Diego, California  
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Msg Ref: LSLT-9Appendix IV to Annex IConsolidated Landing and Approach Plans  
and  
Assault Wave Diagrams1. General.

a. This Appendix provides the consolidated landing and approach plans plus assault wave diagrams for GREEN and RED Beach.

b. Should WHITE Beach be elected as an alternate beach, the plan for RED Beach will apply.

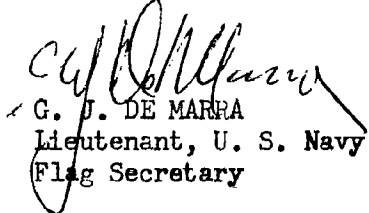
c. These plans contain provisions for both normal and high surf.

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Rear Admiral, U. S. Navy  
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## Tabs:

- A Consolidated Landing and Approach Plan GREEN Beach
- B Assault Wave Diagram GREEN Beach
- C Consolidated Landing and Approach Plan, RED (WHITE) Beach (Normal Surf)
- D Assault Wave Diagram, RED (WHITE) Beach (Normal Surf)
- E Consolidated Landing and Approach Plan, RED (WHITE) Beach (High Surf)
- F Assault Wave Diagram, RED (WHITE) Beach (High Surf)

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TAB A TO APPENDIX IV TO ANNEX ICONSOLIDATED LANDING AND APPROACH PLAN GREEN BEACH1. Scheduled Waves - Normal Surf:

LINE	A WAVE	B CRAFT	C UNIT	D SERIAL	E PER	F SOURCE	G CROSS LOD	H LAND
1	1	6-LVTP5 1-LVTC	CO"A"(-)(Rein), BLT 1/28	298	149	LST-1168	F-18	H-Hour
2	2	4-LVTP5	CO"A"(-)(Rein), BLT 1/28	299	124	LST-1168	F-13	F+5

2. Scheduled Waves - High Surf:

In the event sea and surf conditions preclude LVT operations over GREEN Beach, the LST will beach, when directed, at F-Hour and off-load over the beach.

3. On-Call Waves: None.4. Non-Scheduled Waves: None.

	<u>Speeds</u>	
	<u>LOD to 1000 Yards</u>	<u>1000 Yards to Beach</u>
LVT	4.0 Kts (1600 rpm)	4.5 kts (1800 rpm)

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TAB B TO APPENDIX IV TO ANNEX IASSAULT WAVE DIAGRAM - GREEN BEACH

								Note 1
				*				
Wave 1		X	X	X	C	X	X	X
F-Hour					P			Note 1
					P	*		Note 1
Wave 2			X	X	X	X		
F+3								
Legend:	X - LVTP -5				O - LCPL			
	C - LVTC				 - BGC			
					P - LCVP			

Notes: 1. BGC and Wave Guides turn off to left flank of boat lane and remain on station until all waves have landed.

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MSG REF: LSLT-9

TAB C TO APPENDIX IV TO ANNEX ICONSOLIDATED LANDING AND APPROACH PLANRED (WHITE) BEACHNORMAL SURF1. Scheduled Waves:

LINE	A WAVE	B CRAFT	C UNIT	D SERIAL	E PERS	F MATERIAL/ EQUIPMENT	G SERIAL SOURCE	H LEAVE RDV AREA	J CROSS LOD	K LAND	L REMARKS
1	I	9-LVTP5 2-LVTE	Co "C" (Rein), 2nd Plt, Co "C", 5th Amtrac Bn, BLT 1/28	230 281 282	291	Normal Combat	LSD-31	--	H-22	H-Hour	Pre-H-Hour transfer of serial 230 from APA 45
2	II	8-LCVP	Co "B" (Rein), Shore Pty Grp "A" Recon Pty, BLT 1/28	228 376	268	1-M274	APA 45	H-10	H-8	H+5	None
3	III	2-LCM6 1-LCU	Co "C" 4th SP Bn, Det Naval BCH GRP, BLT 1/28 81mm Mortar Plt, 106 RF Plt, H&S Co, BLT 1/28	377 240	105	(LCU Pre- loaded) 8-M274	LSD 31  APA 45	H-5	H-3	H+10	None
4	IV	2-LCM8 1-LCU	LST Plt, Co "C", 5th Tk Bn, BLT 1/28	286 287	24	5-M48 1-M38 1-M100	LSD-16	H-4	H-Hour	H+15	Serials are Pre-loaded in craft.

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COMPHILBGRU ONE 303-67

2. On Call Waves:

LINE	A CRAFT	B UNIT	C SERIAL	D PERS	E MATERIAL/ EQUIPMENT	F SOURCE	G REPORT TO	H TIME
1	4-LCVP	Co "D" (Rein), BLT 1/28	233	106	Normal Combat	APA-45	PCS	H-Hour
2	1-LCM8	Co "C", 4th SP BN, Det Naval Bch Grp, BLT 1/28	378	4	Pre-loaded	LSD-16	PCS	H-Hour
3	1-LCVP	Recon Pty, H&S Co (-), BLT 1/28	250	23	Normal Combat	APA 45	PCS	H-Hour
4	1-LCVP	H&S Co (-), BLT 1/28	251	1	M422, M416	APA 45	PCS	H+15
5	1-LCVP	H&S Co (-), BLT 1/28	252	2	M109, 7	APA 45	PCS	H+15
6	1-LVTR	Co "C", 5th Amtrac Bn, BLT 1/28	272	4	--	LSD-31	PCS	H-Hour
7	1-LCVP	H&S Co (-), BLT 1/28	254	1	M422, M416	APA 45	PCS	H+15
8	1-LCVP	H&S Co (-), BLT 1/28	255	28	Normal Combat	APA 45	PCS	H+15
9	1-LCVP	H&S Co (-), BLT 1/28	256	3	MRC-83, MRC-109	APA 45	PCS	H+15
10	1-LCVP	H&S Co (-), BLT 1/28	257	1	M416, M422	APA 45	PCS	H+15
11	1-LCVP	H&S Co (-), BLT 1/28 FLT DUMP	258	1	Class I&III Supplies	APA 220	PCS	H-Hour
12	1-LCVP	H&S Co (-), BLT 1/28 FLT DUMP	259	2	Class V Supplies	APA 220	PCS	H-Hour
13	1-LCVP	H&S Co (-), Det 23rd Mar, BLT 1/28	260	16	Normal Combat	APA 45	PCS	H+45
14	1-LCVP	H&S Co (-), BLT 1/28	261	1	M422, M416	APA 45	PCS	H+60
15	1-LCVP	H&S Co (-), BLT 1/28	263	1	M422, M416	APA 45	PCS	H+60
16	1-LCVP	H&S Co (-), BLT 1/28	264	1	M422, M416	APA 45	PCS	H+60
17	1-LCVP	H&S Co (-), BLT 1/28	265	1	M422, M416	APA 45	PCS	H+60
18	1-LCM6	H&S Co (-), BLT 1/28	270	2	2-M422, 2-M416	APA 45	PCS	H+90
19	1-LCM6	H&S Co (-), BLT 1/28	271	2	2-M422, 2-M416	APA 45	PCS	H+90
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3. Free Boats:

LINE	A	B	C	D
	CRAFT	SERIAL	UNIT	SOURCE
1	1-LVTC	283	Cmd Grp "A", BLT 1/28 (Ser 226)	LSD-31
2	1-LVTP5	284	Cmd Grp "B", BLT 1/28 (Ser 227)	LSD-31

4. Speeds:

LINE	A	B	C	D
	CRAFT	RDVU AREA TO LOD	LOD TO 1000 YARDS	1000 YARDS TO BCH
1	LVT	4.0 Kts (1600 RPM)	4.0 Kts (1600 RPM)	4.5 Kts (1800 RPM)
2	LCVP/LCM6	6.0 Kts	7.0 Kts	8.0 Kts
3	LCM8/LCU	4.0 Kts	6.0 Kts	6.0 Kts

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA

Lieutenant, U. S. Navy  
Flag Secretary

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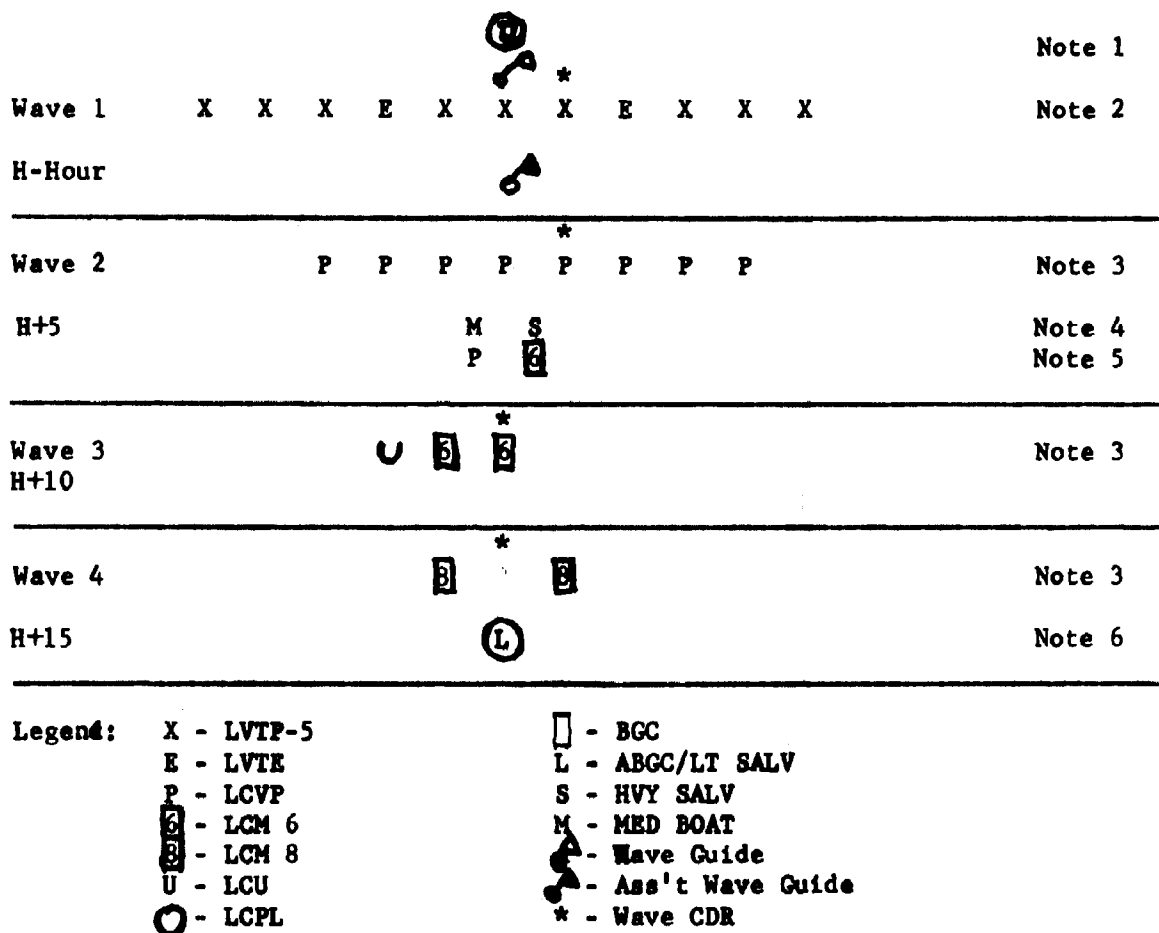
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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
And Commander Amphibious Group ONE  
USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
MSG REF: LSLT-9TAB D TO APPENDIX IV TO ANNEX IASSAULT WAVE DIAGRAM - RED (WHITE) BEACH

## NOTES:

1. BGC turn off to right flank of boat lane prior to the surf zone and assume duties as Traffic Control Officer (TCO).
2. LVTs beach. Wave guides turn off to right flank of boat lane prior to the surf zone and proceed as directed by BGC.

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COMPHIBGRU ONE 303-67

3. All boats beach. Report to TCO on right flank of boat lane upon retracting for further instructions.
4. Heavy Salvage Boat turn off to right flank and Medical Boat to left flank of the boat lane prior to the surf zone. Proceed as directed by TCO.
5. Heavy Salvage Boat rig for assist beaching.
6. ABGC/Light Salvage turn off to left flank of boat lane prior to the surf zone and proceed as directed by TCO.

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Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
MSG REF: LSLT-9

TAB E TO APPENDIX IV TO ANNEX I

CONSOLIDATED LANDING AND APPROACH PLAN

RED (WHITE) BEACH

HIGH SURF

1. Scheduled Waves:

LINE	A WAVE	B CRAFT	C UNIT	D SERIAL	E PERS	F MATERIAL/ EQUIPMENT	G SERIAL SOURCE	H LEAVE REV AREA	I CROSS LOD	J LAND	K REMARKS
1.	I	9-LVTP5 2-LVTE	Co. "C" (Rein), 2nd Plt, Co "C", 5th Amtrac Bn, BLT 1/28	230 281 282	291	NORMAL COMBAT	LSD- 31	---	H-22	H-HOUR	Pre-H-HOUR transfer of Serial 230 from APA-45
2.	II	3-LCM6	Co. "B" (Rein), Shore Pty Grp. "A" Recon Pty, BLT 1/28	228 376	268	1-M274	APA-45	H-10	H-8	H+5	NONE
3	III	2-LCM6 1-LCU	81mm Mortar Plt, 106 RR Plt, H&S Co, BLT 1/28, Co "C", 4th SP Bn, DET NAVBEACHGRU, BLT 1/28	240 377	105	8-M274 (LCU Pre- loaded)	APA-45 LSD 31	H-5	H-3	H+10	NONE
4.	IV	2-LCM8 1-LCU	1st Plt, Co. "C", 5th TK Bn, BLT 1/28	286 287	24	5-M48 1-M38 1-M100	LSD-16	H-4	H-Hour	H+15	Serials are Pre-loaded in craft.

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2. On-Call Waves:

LINE	A CRAFT	B UNIT	C SERIAL	D PERS	E MATERIAL/ EQUIPMENT	F SOURCE	G REPORT TO	H TIME
1	1-LCM8	Co "C" 4th SPBN, Det Naval Bch Grp, BLT 1/28	378	4	Pre-Loaded	LSD-16	PCS	H-Hour
2	1-LCM6	H&S Co (-), BLT 1/28, FLT DUMP	258/259	3	Supplies	APA-220	PCS	H-Hour
3	1-LVTR	Co "C", 5th Amtrac Bn, BLT 1/28	272	4	- -	LSD-31	PCS	H-Hour

3. Free Boats:

LINE	A CRAFT	B SERIAL	C UNIT	D SOURCE
1	1-LVTC	283	Cmd Grp "A", BLT 1/28 (Ser 226)	LSD-31
2	1-LVTP5	284	Cmd Grp "B", BLT 1/28 (Ser 227)	LSD-31

4. Speeds:

LINE	A CRAFT	B RDVU AREA TO LOD	C LOD TO 1000 YARDS	D 1000 YARDS TO BCH
1	LVT	4.0 Kts (1600 RPM)	4.0 Kts (1600 RPM)	4.5 Kts (1800 RPM)
2	LCVP/LCM6	6.0 Kts	7.0 Kts	8.0 Kts
3	LCM8/LCU	4.0 Kts	6.0 Kts	6.0 Kts

Authenticated:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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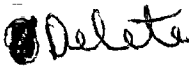



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


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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
And Commander Amphibious Group ONE  
USS ESTES (AGC-12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
MSG REF: LSLT-9TAB F TO APPENDIX IV TO ANNEX IASSAULT WAVE DIAGRAM - RED (WHITE) BEACH (HIGH SURF)

						*						Note 1
Wave 1	X	X	X	E	X	X	X	E	X	X	X	Note 2
H-Hour												
Wave 2												Note 3
H+5					M	S						Note 4
					P							Note 5
Wave 3					U							Note 3
H+10												
Wave 4						U						Note 3
H+15												Note 6

Legend: X-LVTP-5  
E-LVTE  
-LCM6  
-LCM8  
U-LCU  
-LCPL  
P-LCVP

-BGC  
-Wave Guide  
- Ass't Wave Guide  
S-Hvy Salvage  
M-Medical Boat  
L-ABGC/Lt Salvage  
\*-Wave CDR

## NOTES:

1. BGC turn off to right flank of boat lane prior to the surf zone and assume duties as Traffic Control Officer (TCO).
2. LVTs beach. Wave Guides turn off to right flank of boat lane prior to surf zone and proceed as directed by BGC.

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Operation Order

COMPHIBGRU ONE 303-67

3. All boats beach. Report to TCO on right flank of boat lane upon retracting for further instructions.
4. Heavy Salvage Boat turn off to right flank, and Medical Boat to left flank of the boat lane prior to the surf zone. Proceed as directed by TCO.
5. Heavy Salvage Boat rig for assist beaching.
6. ABGC/Light Salvage turn off to left flank of boat lane prior to surf zone and proceed as directed by TCO.

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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9Appendix V to Annex IAmphibious Assault Bulk Fuel Delivery Plan

Task Organization: (Detailed organization in Annex A)

1. General.

a. This Appendix provides for the installation and operation of a 5,000 foot positive buoyant ship-to-shore Fuel Component of the Amphibious Assault Bulk Fuel System (AABFS) on the right flank of RED Beach on D-Day.

b. When CLF notifies the Commander Transport Unit (CTU 176.0.4) of the prospective time the bulk fuel farm will be operative and the tactical situation permits, CTU 176.0.4 will direct the installation of the ship-to-shore component.

c. The system will not be installed for the rehearsal.

d. Tabs B and C of Appendix I to Annex I reflect the diagram and position coordinates for the bulk fuel delivery ship.

2. Execution.a. Transport Unit Commander:

(1) Direct the installation of the ship-to-shore component of the AABFS.

(2) Direct provision of safety boats during the bulk fuel operations.

b. Bulk Fuel Element:

(1) Commander Bulk Fuel Element (CTE 176.0.4.7) will provide the Ship-to-Shore Bulk Fuel Team and the necessary equipment required to install, maintain and recover the buoyant ship-to-shore system.

(2) When directed by the Transport Unit Commander, commence

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Operation Order

COMPHIBGRU ONE 303-67

installation of the ship-to-shore component of the AABFS. Report to the operational control of the Beach Party Commander.

(3) Approximately one hour prior to completion of installation of the system, inform the Transport Unit Commander, the Beach Party Commander, and the Control Element Commander of the estimated time the system will be ready to receive the fuel delivery ship.

(4) Maintain constant vigilance on the system and be ready to effect repairs when required.

(5) Assume control of the safety patrol boats in the absence of a fuel delivery ship. Release safety patrol boats when bulk fuel operations are completed.

(6) Recover the system when directed by the Shore Party Commander; then report to the Transport Unit Commander for operational control.

c. Fuel Delivery Ship:

(1) When directed by the Transport Unit Command, proceed to the fuel delivery station and make all preparations to pump simulated fuel ashore.

(2) Assume control of the safety patrol boats until the ship departs from the fuel delivery mooring.

d. Landing Force Commander: Install the fuel farm and the shore equipment necessary to operate and complete the AABFS.

x. Coordinating Instructions.

(1) Installation of the system will commence as early on D-Day as the tactical situation ashore permits. However, if the LSG is not ashore early on D-Day, the Shore Party Commander will call in the AABFS ship-to-shore component to permit completion of installation by H+10 hours, and deadman the shoreward end until installation of the bulk fuel farm. The installation will not interfere with the control of the assault landing in the area.

~~(2) Actual fuel will NOT be pumped into the AABFS. In lieu of actual fuel, the delivering ship will activate the system utilizing sea water.~~

(3) Safety Patrol: The PCS, will assign boats to patrol the hose installation. Each boat will display a BRAVO flag, and will pre-

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Operation Order

COMPHIBGRU ONE 303-67

vent other craft from approaching within 100 yards of the fuel system. Patrol boats will be controlled by direct communications with the fuel delivery ship while at the fuel delivery mooring and by direct communications with the Bulk Fuel Element Commander, in the absence of the fuel delivery ship.

3. Communications.

a. Primary communications between the fuel delivery ship and the fueling station ashore will be by radio via designated Beachmaster circuits (see Annex N).

b. The following special signals will be employed in the event of radio failure:

FLAG OR LIGHTMEANING

GREEN

Commence or resume pumping

RED

Cease Pumping

QUICK FLASHING WHITE LIGHT or Pump more slowly  
WHITE FLAG (Wig-Wag)

WHITE (Steady)

Pump at normal rate.

The above signal shall be acknowledged by displaying the same colored flag or light in the vicinity of the discharging station.

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS LSTs (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9

Appendix VI to Annex IUnloading Plan

1. General. This plan provides for continuation of the unloading of Transport Unit at RED Beach and the LPH Element at Landing Zone GINA (RED Beach) after scheduled and on-call waves have landed.

2. Basic Plan.

a. Prior to commencement of general unloading, selective unloading of non-scheduled serials will be requested by the Landing Force Commander through TACLOG parties aboard the LPH and PCS.

b. Commander Transport Unit unload Task Unit ships (less LPH) on a twenty-four hour basis.

c. Commander LPH Element unload in accordance with Tab D to this Appendix.

d. Landing ships unload in accordance with the provisions of Appendix VII (Causeway Plan).

e. Commander Transport Element and Commander LPH Element report to Commander Transport Unit the expected time they will be ready to commence general off-loading. An anticipated time, updated as necessary, will be furnished in advance if possible.

f. If causeway offloading is determined to be not feasible, LSTs will offload administratively in Del Mar Boat Basin as directed by the Commander Transport Unit.

3. Execution.

a. Commander Landing Force recommend to CATF the time for commencement of general unloading.

b. When directed by CATF, Commander Transport Unit direct the commencement of general unloading over RED (WHITE) Beach.

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Operation Order

COMPHIBGRU ONE 303-67

c. When directed by Transport Unit Commander, Commander LPH Element commence and control general unloading to Landing Zones.

d. When directed, Commander Transport Control Element (PCS) control general unloading over RED Beach and coordinate the use of all landing craft.

e. Commander LST Control Element control the general unloading of landing ships in accordance with Appendix VII (Causeway Plan) to this Annex.

f. Commander Beach Party Team Element control Landing Craft at the beach and coordinate the debarkation of equipment, troops and supplies with the Shore Party Commander.

(1) Keep PCS constantly informed of surf conditions and unloading progress at RED Beach.

(2) Ensure safety of operations to the high water mark.

(3) During periods of low visibility and at night, direct landing craft with signal wands in accordance with NWIP 22-3(B).

g. BGC, Ass't BGC, Salvage Boats and Medical Boat, as established in Appendix III to this Annex, function as directed by PCS.

x. Coordinating Instructions.

(1) Upon commencement of general unloading, serial source ships dispatch craft to PCS for further dispatch to beach in accordance with Tabs B and C to this Appendix (Landing Sequence Tables).

(2) All boats display serial paddles upon reporting to PCS, as provided by CLF.

(3) Low visibility and night operations in accordance with Appendix II to this Annex.

(4) Protective measures in accordance with Annex J.

(5) Communications in accordance with Annex N.

4. Reports: While general unloading is being conducted, make reports as follows:

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COMPHIBGRU ONE 303-67

a. Commander Transport Unit submit message report to CATF every two hours, commencing with first even hour after selective unloading has commenced or general unloading has been directed.

b. Commander LPH Element submit message report to Commander Transport Unit upon commencement of unloading non-scheduled serials and every two hours thereafter until final report upon completion of all unloading.

c. Commander Transport Control Element submit message report to Commander Transport Unit upon commencement of requests for selective unloading and every two hours thereafter until final report upon completion of general unloading.

d. Transport Unit ships report to PCS upon commencement of requests for selective unloading and every two hours thereafter until final report upon completion of general unloading.

e. The following format is prescribed for unloading progress reports:

ALFA	Time commenced unloading
PAPA	Percent of personnel debarked
CHARLIE	Percent of cargo debarked by class
VICTOR	Percent of vehicles debarked
SIERRA	List of serials unloaded since last report
FOXTROT	Estimated time of completion unloading

f. The following format is prescribed for the final SITREP upon completion of general unloading:

- (1) TOTAL PERSONNEL UNLOADED.
- (2) CUBIC FEET OF BULK GENERAL CARGO UNLOADED
- (3) SHORT TONS OF BULK GENERAL CARGO UNLOADED
- (4) TOTAL VEHICLES UNLOADED
- (5) TOTAL SQUARE FEET OF VEHICLES UNLOADED
- (6) TOTAL CUBIC FEET UNLOADED

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COMPHIBGRU ONE 303-67

(7) TOTAL SHORT TONS UNLOADED

(8) ACTUAL TIME OF COMPLETION UNLOADING

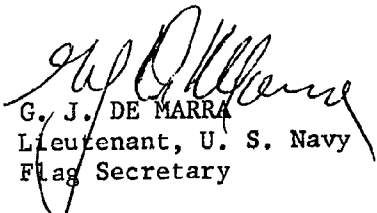
g. Commanders concerned report unloading delays and delays corrected  
as occurring.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE

Tabs:

- A. Serial Assignment Table
- B. Landing Sequence Table RED (WHITE) Beach, Normal Surf
- C. Landing Sequence Table RED (WHITE) Beach, High Surf

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

And Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z July 67

MSG REF: LSLT-9

TAB A TO APPENDIX VI TO ANNEX ISERIAL ASSIGNMENT TABLE

Ref: Annex I (Landing Plan) to CG, 4th MEB OPLAN 2-67

LINE	A	B	C	D	E	F	G
	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
1	100	Hq, 4th MEB Cmd Grp	8	Normal Combat	1-UH 34	AGC-12	LZ GINA (Red Beach)
2	101	Hq, 4th MEB	27	Normal Combat	4-UH 34	AGC-12	LZ GINA (Red Beach)
3	102	Hq, 4th MEB	20	Normal Combat	3-UH 34	AGC-12	LZ GINA (Red Beach)
4	103	Comm Co, Hq Bn, 4th MEB	2	Normal Combat	1-LCVP	AGC-12	Non-Sked Red Beach
5	104	Comm Co, Hq Bn, Civil Affairs Ln Tm, 4th MEB	18	Normal Combat 1-M38A1	1-LCVP	AGC-12	Non-Sked Red Beach
6	124	Co "B" (-), 5th Recon Bn	19	Normal Combat	1-LCVP	AGC-12	Non-Sked Pre-H-Hour transfer from DD to AGC-12 Red Beach
7	125	Det, Co "B" (-), 5th Recon Bn	1	1-M 422 1-M 416	1-LCVP	APA-220	Non-Sked Red Beach
8	126	Advance Pty, RLT-23	18	1-M151 1-M100	1-LCVP	APA-45	Non-Sked Red Beach
9	127	Tactical Cmd Grp, RLT-23 (1 umpire)	18	Normal Combat	1-LCVP	APA-45	Non-Sked Red Beach
10	128	ALFA Grp, RLT 23 (1 umpire)	66	7-M151 7-M100 1-MRC-38 8-BC-5 Chests	2-LCM 8	APA-45	Non-Sked Red Beach

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Operation Order

COMPHIBGRU ONE 303-67

LINE	A	B	C	D	E	F	G
	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
11	129	BRAVO Grp, RLT-23	56	4-M151 4-M100 8-BC-5 Chests	1-LCM 8	APA-45	Non-Sked Red Beach
12	130	Comm Plt, RLT-23 Det, Comm Co, Hq Bn	3	1-MRC-60 1-MRC-35	1-LCM 6	APA-45	Non-Sked Red Beach
13	131	Hq Co (-), RLT-23	21	5-M35 1-Light Set Gen 1-M107	5-LCM6	APA-220	Non-Sked Red Beach
14	132	CO "C" (-), 5th Engr Bn, RLT-23	3	1-TD-15 2-M37 1-M101	Causeway	LST-1168	Non-Sked Red Beach
15	133	Co "C" (-), 5th Engr Bn, RLT-23	12	3-M274 w/mules 1-bath unit tlr 1-125 cfm comp 3-M51 1-M105	Causeway	LST-1168	Non-Sked Red Beach
16	134	Co "C" (-), 5th Engr Bn, RLT-23	56	3-M35 1-Fld lite set tlr mtd 1-lube serv unit tlr mtd 1-TL 16 1-bath unit tlr 1-M422 1-M416	Causeway	LST-1168	Non-Sked Red Beach
17	135	Det, 3d ANGLICO RLT-23	17	1-MRC-37 1-MRC-35 1-MRC-6 1-M101 1-MRC-87	1-LCM8	AGC-12	Non-Sked Red Beach
18	136	Det, Hq Btry 3/13, RLT-23	15	1-MRC-83 1-MRC-87 1-M101	1-LCM6	AGC-12	Non-Sked Red Beach
19	137	TACLOG, RLT-23	5	Normal Combat	1-LCVP	LSD-31	Non-Sked Red Beach
20	151	Co "A" (Rein) (& umpires) BLT 1/23	64	Normal Combat	8-UH34	LPH-2	WAVE 1 LZ Kathy LS Amber
21	152	Co "A" (Rein), BLT 1/23	76	Normal Combat	2-CH53	LPH-2	WAVE 2 LZ Kathy LS Amber

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LINE	A	B	C	D	E	F	G
	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
22	153	Co "A" (Rein) FAC, Co "B" (Rein), BLT 1/23	45	1-MRC38	2-CH 53	LPH-2	WAVE 3 LZ Kathy LS Amber
23	154	Co "B" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
24	155	Co "B" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
25	156	Co "B" (Rein), (& Umpires) HST, 4TH SP BN	57	Normal Combat	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
26	157	Co "B" (Rein), 81mm Plt BLT 1/23	39	1-M38A1 1-M100	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
27	158	81mm Plt (& Umpires) BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
28	159	Co "B" (Rein), 106 RR Plt BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
29	160	HST 4TH SP Bn 106 RR Plt, BLT 1/23	8	4-M274 4-M40	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
30	161	H&S Co (Rein), Det Comm Plt, 106 RR Plt T 1/23	80	2-Jeep Ambulance	3-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
31	162	Co "C" (Rein), BLT 1/23	32	Normal Combat	4-UH-34	LPH-2	Non-Sked LZ Kathy LS Amber
32	163	Co "C" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
33	164	Co "C" (Rein), (& Umpires), Det Comm Plt	76	1-MRC35 1-M38A1	3-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber

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LINE	A	B	C	D	E	F	G
	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
34	165	Co "C" (Rein), Co "D" (Rein), BLT 1/23	76	Normal Combat	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
35	166	Co "D" (Rein), BLT 1/23	32	Normal Combat	4-UH-34	LPH-2	Non-Sked LZ Kathy LS Amber
36	167	Co "D" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
37	168	H&S Co(-)  BLT 1/23	7	1-MRC6 4-M100 2-M422	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
38	169	H&S Co (-)  BLT 1/23	7	4-M422 3-M100	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
39	170	Co "D" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
40	171	Co "D" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
41	172	Mortar Btry3/13 BLT 1/23	53	2-4.2 MORT, 1 M416, 2 CP tents	2-CH 53	LPH-2	LZ Kathy LS Amber
42	173	Mortar Btry3/13 Det Comm Co, 1/23 Supply, BLT 1/23	47	4-4.2 MORT	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
43	174	Co "D" (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber

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LINE	A SERIAL	B UNIT	C PERS	D EQUIP/VEH	E NO/TYPE	F SHIP	G REMARKS
44	175	H&S (Rein), BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
45	176	H&S (Rein), BLT 1/23	38	1-M38A1 3-M100	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
46	177	H&S (Rein), BLT 1/23	35	1-MRC6 4-M100 2-M422	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
47	178	H&S (Rein), Det, 3rd ANGLICO, BLT1/23	26	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
48	179	1st Plt, 9th ENG Co, BLT 1/23	32	Normal Combat	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
49	180	H&S Co (Rein), 1st Plt 9th ENG Co, BLT 1/23	15	4-M422 3-M100	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
50	181	H&S Co (Rein), BLT 1/23	2	1-M38A1 1-MCR6 4-M422	2-CH 53	LPH-2	Non-Sked LZ Kathy LS Amber
51	182	H&S Co (Rein), BLT 1/23	-	Misc Cargo	4-UH 34	LPH-2	Non-Sked LZ Kathy LS Amber
52	183	BLT CMD GRP BLT 1/23	8	Normal Combat	1-UH 34 (As available)	LPH-2	Non-Sked LZ Kathy LS Amber
53	184	BLT 1/23 Log GRP, BLT 1/23	2	2-M35 2-M150	Causeway	LST-848	Non-Sked Red Bch
54	226	BLT CMD GRP "A" w/CO, BLT 1/28	17	Normal Combat	1-LVTC	LSD-31	FreeBoat Pre-H- Hour transfer from APA-45 to LSD- 31
55	227	BLT CMD GRP, "B" w/XC BLT 1/23	16	Normal Combat	1-LVTP	LSD-31	FreeBoat Pre-H- Hour transfer From APA-45 to LSD- 31

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COMPHIBGRU ONE 303-67

LINE	A SERIAL	B UNIT	C PERS	D EQUIP/VEH	E CRAFT NO/TYPE	F SHIP	G REMARKS
56	228	CO "B" (Rein) 2d Sqd, 1st Plt, CoC, 5th Engr Bn, Det, 3d ANGLICO, Det 3/13, BLT 1/28	252	1-M274	8-LCVP	APA-45	WAVE 2 Red Beach
57	230	CO "C" (Rein) 3d Sqd, 1st Plt CoC, 5th Engr Bn, Det, 3d ANGLICO, Det, 3/13, BLT 1/28	245	Normal Combat	9-LVTP 2-LVTE	LSD-3	WAVE 1 Red Beach Pre H-Hour transfer from APA-45 to LSD-3
58	233	Co "D", BLT 1/28	106	Normal Combat	4-LCVP	APA-45	On-Call Red Beach
59	240	81mm Plt & 106 RR Plt, H&S Co, BLT 1/28	60	8-M274	2-LCM6	APA-45	WAVE 3 Red Beach
60	244	TACLOG, BLT 1/28	4	Normal Combat	1-LCVP	LSD-31	Non-Sked Pre H-Hour transfer from APA-45 to LSD-31 Red Beach
61	250	Recon Pty, H&S Co (-), BLT 1/28	23	Normal Combat	1-LCVP	APA-45	On-Call Red Beach
62	251	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
63	252	H&S Co (-), BLT 1/28	2	1-M109	1-LCVP	APA-45	On-Call Red Beach
64	254	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
65	255	H&S Co (-), BLT 1/28	28	Normal Combat	1-LCVP	APA-45	On-Call Red Beach
66	256	H&S Co (-), BLT 1/28	3	1-MRC-83 1-MRC-109	1-LCVP	APA-45	On-Call Red Beach
67	257	H&S Co (-), BLT 1/28	1	1-M416 1-M422	1-LCVP	APA-45	On-Call Red Beach

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COMPHIBGRU ONE 303-67

	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
68	258	H&S Co (-), BLT 1/28	1	Class I & III Supplies	1-LCVP	APA-220	Floating Dump Red Beach
69	259	H&S Co (-), BLT 1/28	2	Class V Supplies	1-LCVP	APA-220	Floating Dump Red Beach
70	260	H&S Co (-), Det, CommCo, 23d Mar, BLT 1/28	16	Normal Combat	1-LCVP	APA-45	On-Call Red Beach
71	261	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
72	263	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
73	264	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
74	265	H&S Co (-), BLT 1/28	1	1-M422 1-M416	1-LCVP	APA-45	On-Call Red Beach
75	270	H&S Co (-), BLT 1/28	2	2-M422 2-M416	1-LCM6	APA-45	On-Call Red Beach
76	271	H&S Co (-), BLT 1/28	2	2-M422 2-M416	1-LCM6	APA-45	On-Call Red Beach
76a	272	Co "C", 5th Amtrac Bn, BLT 1/28	4	1-LVTR	--	LSD-31	On-Call Red Beach
77	281	2d Plt (-) Co "C", 5th Amtrac Bn, BLT 1/28	38	9-LVTP5	--	LSD-31	WAVE 1 Red Beach (Land ser 230)
78	282	Co "C" (-), 5th Amtrac Bn, BLT 1/28	8	2-LVTE	--	LSD-31	WAVE 1 Red Beach (Land ser 230)
79	283	Co "C" (-), 5th Amtrac Bn, BLT 1/28	4	1-LVTC	--	LSD-31	Free Boat Red Beach (Land ser 226)
80	284	Co "C" (-) 5th Amtrac Bn, BLT 1/28	4	1-LVTP5	--	LSD-31	Free Boat Red Beach (Land ser 227)

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COMPHIBGRU ONE 303-67

LINE	A SERIAL	B UNIT	C PERS	D EQUIP/VEH	E CRAFT NO/TYPE	F SHIP	G REMARKS
81	286	1st Plt (-), Co "C", 5th TK Bn, BLT 1/28	9	2-M48	2-LCM8	LSD-16	WAVE 4 Red Beach
82	287	1st Plt (-), Co "C", 5th TK Bn, BLT 1/28	15	3-M48 1-M38 1-M100	1-LCU	LSD-16	WAVE 4 Red Beach
83	290	1st Plt (-), Co "C", 5th Engr Bn, BLT 1/28	2	1-TD-15 1-Bath unit tlr	1-LCM6	APA-220	Non-Sked Red Beach
84	291	1st Plt (-), Co "C", 5th Engr Bn, BLT 1/28	2	1-M51 1-M105	1-LCM6	APA-220	Non-Sked Red Beach
85	292	1st Plt (-), Co "C", 5th Engr Bn, BLT 1/28	2	1-M37 1-M101	1-LCM6	APA-220	Non-Sked Red Beach
86	294	1st Plt (-), Co "C", 5th Engr Bn, Det, 4th MT Bn, BLT 1/28	2	1-M35 1-Water Purif Unit tlr mtd.	1-LCM6	APA-220	Non-Sked Red Beach
87	298	1st & 2nd Plt, Wpns Plt (-), Det, 3d ANGLICO, Det, 3/13, Det, Co "C", 5th Engr Bn, BLT 1/28	149	2-M274 w/106RR 3-M274 2-2x2x_ boxes	6-LVTP5 1-LVTC	LST-1168	WAVE 1 Green Beach
88	299	3rd Plt, Wpns Plt (-), Co "A" (-), H&S Co (-), Det Co "C", 5th Engr Bn, Det, Co "C", 5th Med Bn, Det BJU, BLT 1/28	124	Normal Combat	4-LVTP5	LST-1168	WAVE 2 Green Beach
89	351	Landing Force Arty Cmd Sec	17	3-M422 3-M416 1-MRC-110	4-LCVP	LSD-31	Non-Sked Red Beach

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COMPHIBGRU ONE 303-67

	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
90	352	Advance Echelon Hq Btry, 3/13, Landing Force Arty	55	3-M37 3-M422 3-M416 1-M35 1-M107 1-MRC-83 1-MRC-110	Causeway	LST-848	Non-Sked Red Beach
91	353	Admin/Log Echelon, Hq Btry 3/13, Landing Force Arty	81	3-M422 3-M416B 3-M37 3-M101 2-MRC-83 4-M35 1-M105	Causeway	LST-848	Non-Sked Red Beach
92	354	Elm, Btry "G", Cmd Sec, Landing Force Arty	14	3-M422 3-M416	1-LCM6	LSD-31	Non-Sked Red Beach
93	355	Elm, Btry "G", (firing Btry), Land Force Arty	55	6-M35 6-105mm How 3-M422 3-M416 1-MRC-109	1-LCM8 6-LCM6	LSD-31	Non-Sked Red Beach
94	356	Elm, Btry "G", (Logistics), Landing Force Arty	22	4-M35 3-M105 1-M107 1-M422 1-M416	1-LCU	LSD-31	Non-Sked Red Beach
95	357	7th 105 How Btry Cmd Sec, Landing Force Arty	12	3-M151 1-M416	Causeway	LST-848	Non-Sked Red Beach
96	358	Elm, 7th 105 Btry, (firing Btry), Landing Force Arty	55	6-M35 6-105 How 3-M422 3-M416 1-M109	Causeway	LST-848	Non-Sked Red Beach
97	359	Elms, 7th 105 How Btry, (Admin Log) Landing Force Arty	25	1-M35 1-M105	Causeway	LST-848	Non-Sked Red Beach

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COMPHIBGRU ONE 303-67

	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
98	376	Shore Pty Grp Alfa Recon Pty (Det, NBG)	16	Normal Combat	--	APA-45	WAVE 2 Red Beach (boated w/ ser 228)
99	377	Co "C" (-), 4th SP Bn, Det, Naval Bch Grp, Shore Pty Grp ALFA	45	1-TD15 2-TD24 1-Trk5T mat layer 2-MRC-38 2-2N 2-M100 1-M416 1-M422	1-LCU	LSD-31	WAVE 3 Red Beach
100	378	Co "C" (-), 4th SP Bn, Det, Naval Bch Grp, Shore Pty Grp ALFA	4	1-MRC-6 1-Forklift 6000# 1-TD-24	1-LCM8	LSD-16	On-Call Red Beach
101	379	Co "C" (-), 4th SP Bn, Shore Pty Grp ALFA	7	1-TL-16 1-M60 1-M37 2-M35 1-M107 1-Ambulance Jeep 1-MRC-6	1-LCU	LSD-31	Non-Sked Red Beach
102	380	3d Plt, Co "C" 5th Engr Bn, Shore Pty Grp ALFA	2	1-TD-15 1-bath unit tlr	Causeway	LST-1146	Non-Sked Red Beach
103	381	3d Plt, CO "C", 5th Engr Bn, Shore Pty Grp ALFA	1	1-M51 1-M105	1-LCM 6	LSD-16	Non-Sked Red Beach
104	382	3d Plt, Co "C", 5th Engr Bn, Shore Pty Grp ALFA	3	3-M274 mules	1-LCVP	LSD-16	Non-Sked Red Beach
105	383	3d Plt, Co "C" 5th Engr Bn, Shore Pty Grp ALFA	1	1-M37B1 1-M101	1-LCVP	LSD-16	Non-Sked Red Beach
106	384	Plt Hq, 3d Plt Co "C", 5th Engr Bn, Shore Pty Grp ALFA	9	Normal Combat	1-LCVP	LSD-16	Non-Sked Red Beach

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	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
107	385	Plt Hq, 3d Plt Co "C", 5th Engr Bn Shore Pty Grp ALFA	32	Normal Combat	1-LCVP	LSD-16	Non-Sked Red Beach
108	388	HQ, Co "C" (-), 4th SP Bn, Shore Pty Grp ALFA	26	Normal Combat	1-LCVP	APA-220	Non-Sked Red Beach
109	389	Co "C" (-), 4th SP Bn, Shore Pty Grp ALFA	30	Normal Combat	1-LCVP	APA-220	Non-Sked Red Beach
110	390	Hq Sec & Maint Sec Co "C", 4th MT Bn, Shore Pty Grp ALFA	17	1-M35, 1-M105 1-M149 1-M543	Causeway	LST-1146	Non-Sked Red Beach
111	391	1st Plt (-), Co "C" 4th MT Bn, Shore Pty Grp ALFA	22	6-M35 5-M105 1-M107 1-M416 1-M151	Causeway	LST-1146	Non-Sked Red Beach
112	392	1st Plt (-), Co "C", 4th MT Bn, Shore Pty Grp ALFA	6	5-M35 5-M105	Causeway	LST-1146	Non-Sked Red Beach
113	393	2d Plt (-), Co "C" 4th MT Bn, Det Co "C" (-), 4th SP Bn, Shore Pty Grp ALFA	22	6-M35 5-M105 1-M149 2-M49  1-Forlift #3000 (in trks) 2-Fldlite ttrs (in trks)	Causeway	LST-1146	Non-Sked Red Beach
114	394	2d Plt (-), Co "C", 4th MT Bn, Shore Pty Grp ALFA	5	M35 M105	Causeway	LST-1146	Non-Sked Red Beach
115	395	1st Plt, MP Co, Hq Bn, Shore Pty Grp ALFA	32	1-MRC-38	1-LCM6	APA-220	Non-Sked Red Beach
115a	396	Elem 7th 105 Btry, Hq(-), 3/13 Land- ing Force Arty	88	Normal Combat	3-LCVP	APA-220	Non-Sked Red Beach

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	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
116	400	Det, Hq Plt, Maint Co, 5th Ser Bn, Shore Pty Grp ALFA	26	1-M35 1-M105 1-M37 1-M101 1-M54	2-LCM8	LSD-16	Non-Sked Red Beach
117	402	Det, Supply Plt, Supply Co, 5th Serv Bn, Shore Pty Grp ALFA	15	3-M35 1-M105 2-M107 1-M422 1-M416 2-M50	1-LCU	LSD-16	Non-Sked Red Beach
118	403	Fueled Sqd, Fuel Plt Supply Co, 5th Serv Bn, Shore Pty Grp ALFA	4	1-M49 (Gas) Causeway 1-M49 (Diesel)		LST-1146	Non-Sked Red Beach
119	405	Det, MT Maint Co Maint Bn, Shore Pty Grp ALFA	15	2-M54 1-M151 1-M105 1-Parts tlr	2-LCM8	LSD-31	Non-Sked Red Beach
120	407	Det, Sup Co Det, Trk Co H&S Bn, 5th FSR, Shore Pty Grp ALFA	6	1-M149 2-M35 2-M38	3-LCM6	LSD-31	Non-Sked Red Beach

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COMPHIBGRU ONE 303-67

	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
131	435	3d Plt, MP Co, Hq Bn, LSG	31	1-MRC-38	2-LCVP	APA-45	Non-Sked Red Beach
132	436	4th Plt, MP Co, Hq Bn, LSG	30	1-MRC 38	2-LCVP	APA-220	Non-Sked Red Beach

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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	A	B	C	D	E	F	G
LINE	SERIAL	UNIT	PERS	EQUIP/VEH	CRAFT NO/TYPE	SHIP	REMARKS
131	435	3d Plt, MP Co, Hq Bn, LSG	31	1-MRC-38	2-LCVP	APA-45	Non-Sked Red Beach
132	436	4th Plt, MP Co, Hq Bn, LSG	30	1-MRC 38	2-LCVP	APA-220	Non-Sked Red Beach

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

Authenticated:

  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

And Commander Amphibious Group ONE

USS ESTES (AGC-12), Flagship

San Diego, California

DTG: 171600Z/July 67

MSG REF: LSLT-9

TAB B TO APPENDIX VI TO ANNEX ILANDING SEQUENCE TABLERED (WHITE) BEACHNORMAL SURF

	A	B	C	D	E
LINE	UNIT	ELEMENT	SERIAL	CRAFT NO/TYPE	SHIP
1.	Shore PtyGrp ALFA	Co"C"(-), 4th SP BN	379	1-LCU	LSD-31
2.	Shore PtyGrp ALFA	Hq, Co"C"(-), 4th SP BN	388	1-LCVP	APA-220
3.	Shore PtyGrp ALFA	Co"C"(-), 4th SP BN	389	1-LCVP	APA-220
4.	Landing Force Arty	Elem, Btry"G" Cmd Sect. 3/13	354	1-LCM6	LSD-31
5.	Landing Force Arty	Elem, Btry"G", (Firing Btry)	355	1-LCM8 6-LCM6	LSD-31
6.	Land ForceArty	Elem, Btry"G",	356	1-LCU	LSD-31
6a.	Land ForceArty	Cmd Section	351	4-LCVP	LSD-31
7.	5th RECON BN	Det, Co"B"(-)	124	1-LCVP	AGC-12
8.	5th RECON BN	Det, Co"B"(-)	125	1-LCVP	APA-220
9.	BLT 1/28	1st Plt(-)Co"C", 5th ENGR BN	290	1-LCM6	APA-220
10.	BLT 1/28	1st Plt(-)Co"C", 5th ENGR BN	291	1-LCM6	APA-220
11.	BLT 1/28	1st Plt(-)Co"C", 5th ENGR BN	292	1-LCM6	APA-220
12.	BLT 1/28	1st Plt(-)Co"C", 5th ENGR BN, 4th MT BN DET	294	1-LCM6	APA-220
13.	BLT 1/28	TACLOG Pty	244	1-LCVP	LSD-31
14.					
15.	Shore PtyGrp ALFA	3rd Plt, Co"C", 5th ENGR BN	381	1-LCM6	LSD-16
16.	Shore PtyGrp ALFA	3rd Plt, Co"C", 5th ENGR BN	382	1-LCVP	LSD-16
17.	Shore PtyGrp ALFA	3rd Plt, Co"C", 5th ENGR BN	383	1-ECVP	LSD-16
18.	Shore PtyGrp ALFA	Plt Hq, 3rd Plt, Co"C", ENGR BN	384	1-LCVP	LSD-16

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LINE	A UNIT	B ELEMENT	C SERIAL	D CRAFT NO/TYPE	E SHIP
19.	Shore Pty Grp ALFA	Plt Hq, 3rd Plt Co "C", 5th ENGR BN	385	1-LCVP	LSD-16
20.	SP Grp ALFA	1st Plt, MF Co, Hq BN	395	1-LCM6	APA-220
20a.	Land Force Arty	Hq Btry(-), 3/13, Elem 7th 105	396	3-LCVP	APA-220
21.	BLT 1/23	BLT 1/23 Logistics Group	184	Causeway	LST-848
22.	Landing Force Arty	Advance Echelon, Hq Btry, 3/13	352	Causeway	LST-848
23.	Landing Force Arty	Admin/Log Echelon, Hq Btry, 3/13	353	Causeway	LST-848
24.	Landing Force Arty	7th 105 How Btry Cnd Sect.	357	Causeway	LST-848
25.	Landing Force Arty	Elem, 7th 105 How Btry (Fir- ing Btry)	358	Causeway	LST-848
26.	Landing Force Arty	Elem, 7th 105 How Btry (Ad- min/Log)	359	Causeway	LST-848
27.	RLT-23	Tactical Cnd Grp	127	1-LCVP	APA-45
28.	RLT-23	Advance Party	126	1-LCVP	APA-45
29.	RLT-23	ALFA Grp	128	2-LCM8	APA-45
30.	RLT-23	BRAVO Grp	129	1-LCM8	APA-45
31.	RLT-23	Comm Plt, Det Comm Co, Hq BN	130	1-LCM6	APA-45
32.	RLT-23	Det, 3rd ANGLICO	135	1-LCM8	AGC-12
33.	RLT-23	Det, Hq Btry 3/13	136	1-LCM6	AGC-12
34.					
35.	Shore PtyGrp ALFA	Det, Hq Plt, Maint Co, 5th SERV BN	400	2-LCM8	LSD-16
36.					
37.	Shore PtyGrp ALFA	Det, Supply Plt, Supply Co, 5th SERV Bn	402	1-LCU	LSD-16
38.	Shore PtyGrp ALFA	Hq Sect & Maint Co, Co "C" 4th MT BN	390	Causeway	LST-1146
39.	Shore PtyGrp ALFA	1st Plt(-), Co "C", 4th MT BN	391	Causeway	LST-1146
40.	Shore PtyGrp ALFA	1st Plt(-), Co "C", 4th MT BN	392	Causeway	LST-1146
41.	Shore PtyGrp ALFA	2nd Plt(-), Co "C", 4th MT BN, Det Co "C"(-), 4th SP BN	393	Causeway	LST-1146
42.	SP Grp ALFA	2nd Plt(-), Co "C", 4th MT BN	394	Causeway	LST-1146
42a.	SP Grp ALFA	3rd Plt(-), Co "C", 5th Engr	380	Causeway	LST-1146
43.	Shore PtyGrp ALFA	Fuel Sqd, Fuel Plt, Supply Co, 5th SERV BN	403	Causeway	LST-1146
44.	RLT-23	Hq Co(-)	131	5-LCM6	APA-220
45.	RLT-23	Co "C"(-), 5th ENGR BN	132	Causeway	LST-1168

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	A	B	C	D	D
LINE	UNIT	ELEMENT	SERIAL	CRAFT NO/TYPE	SHIP
46.	RLT-23	Co "C" (-), 5th ENGR BN	133	Causeway	LST-1168
47.	RLT-23	Co "C" (-), 5th ENGR BN	134	Causeway	LST-1168
48.	4th MEB	Comm Co, Hq BN	103	1-LCVP	AGC-12
49.	4th MEB	Comm Co, Hq BN, Civil Affairs	104	1-LCVP	AGC-12
50.					
51.	LSG	H & S Co (-), 4th SP BN	426	1-LCVP	APA-220
52.	LSG	H & S Co (-), 4th SP BN	427	1-LCVP	APA-220
53.	LSG	H & S Co (-), 4th SP BN	428	1-LCVP	APA-220
54.	LSG	H & S Co (-), 4th SP BN	429	1-LCVP	APA-220
55.	LSG	Co Hq, MP Co, Hq BN	433	1-LCM6	APA-220
56.	LSG	2nd Plt, MP Co, Hq BN	434	2-LCVP	APA-220
57.	LSG	3rd Plt, MP Co, Hq BN	435	2-LCVP	APA-45
58.	LSG	4th Plt, MP Co, Hq BN	436	2-LCVP	APA-220
59.	ShorePtyGrpALFA	Det, MT Maint Co, Maint BN	405	2-LCM8	LSD-31
60.					
61.	ShorePtyGrpALFA	Det, Sup Co, Det, Trk Co, H & S BN, 5th FSR	407	3-LCM6	LSD-31
62.					
63.	ShorePtyGrpALFA	Det, MT Maint, Elect Maint, Engr Maint, Ord Maint, Maint BN, 5th FSR	409	1-LCVP	LSD-31
64.	LSG	Hq Plt, Maint Sect. Co, "A", 13th MT BN	430	1-LCU	LSD-31
65.	LSG	1st Plt, Co "A", 13th MT BN	431	2LCU3LCM8	LSD-31
66.	LSG	2nd Plt, Co "A", 13th MT BN	432	2LCU3LCM8	LSD-31
67.	RLT 23	TACLOG Pty	137	1-LCVP	LSD-31

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

Authenticated:

G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

And Commander Amphibious Group ONE

USS ESTES (AGE-12), Flagship

San Diego, California

DTG: 171600Z/July 67

MSG REF: LSLT-9

TAB C TO APPENDIX VI TO ANNEX ILANDING SEQUENCE TABLERED (WHITE) BEACHHIGH SURF

LINE	A UNIT	B ELEMENT	C SERIAL	D CRAFT NO/TYPE	E SHIP
1.	BLT 1/28	Co"D" (Rein)	233	2-LCM6	APA-45
2.	BLT 1/28	Recon Pty, H & S Co(-)	250	1-LCM6	APA-45
3.	BLT 1/28	H & S Co(-)	251/252	1-LCM6	APA-45
4.	BLT 1/28	H & S Co(-)	254	1-LCM6	APA-45
5.	BLT 1/28	H & S Co(-)	255/256 257	1-LCM6	APA-45
6.					
7.	23rd Mar	H & S Co(-)	260	1-LCM6	APA-45
8.	BLT 1/28	H & S Co(-)	261/263	1-LCM6	APA-45
9.	BLT 1/28	H & S Co(-)	264/265	1-LCM6	APA-45
10.	BLT 1/28	H & S Co(-)	270	1-LCM6	APA-45
11.	BLT 1/28	H & S Co(-)	271	1-LCM6	APA-45
12.					
13.	Shore PtyGrp ALFA	Co"C"(-), 4th SP BN	379	1-LCU	LSD-31
14.	Shore PtyGrp ALFA	Hq, Co"C"(-), 4th SP BN	388/389	1-LCM6	APA-220
15.	Landing Force Arty	Elem, Btry"G", Cmd Sect 3/13	354	1-LCM6	LSD-31
16.	Landing Force Arty	Elem, Btry"G", (Firing Btry)	355	1-LCM8 6-LCM6	LSD-31
17.	Land ForceArty	Elem, Btry"G", (Logis- Cmd Section	356 351	1-LCU 2-LCM6	LSD-31 LSD-31
17a.	Land ForceArty				
18.	5th RECON BN	Det, Co"B"(-)	124	1-LCM6	AGC-12
19.	5th RECON BN	Det, Co"B"(-)	125	1-LCM6	APA-220
20.	BLT 1/28	1st Plt(-), Co"C", 5th ENGR BN	290	1-LCM6	APA-220
21.	BLT 1/28	1st Plt(-), Co"C", 5th ENGR BN	291	1-LCM6	APA-220
22.	BLT 1/28	1st Plt(-), Co"C", 5th ENGR BN	292	1-LCM6	APA-220
23.	BLT 1/28	1st Plt(-), Co"C", 5th ENGR BN, Det, 4th MT BN	294	1-LCM6	APA-220

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COMPHIBGRU ONE 303-67

	A	B	C	D	E
LINE	UNIT	ELEMENT	SERIAL	CRAFT NO/CRAFT	SHIP
24.	BLT 1/28	TACLOG Pty	244	1-LCM6	LSP-31
25.					
26.	Shore PtyGrp ALFA	3rd Plt, Co "C", 5th ENGR BN	381	1-LCM6	LSD-16
27.	Shore PtyGrp ALFA	3rd Plt, Co "C", & Plt Hq, 5th ENGR BN	382/383 384/385	1-LCM6	LSD-16
28.	SP Grp ALFA	1st Plt, MP Co, Hq BN	395	1-LCM6	APA-220
28a.	Land Force Arty	Hq Btry (-) 3/13, Elem 7th 105	396	1-LCM6	APA-220
29.	BLT 1/23	BLT 1/23 Logistics Grp	184	Causeway	LST-848
30.	Landing Force Arty	Advance Echelon, Hq Btry, 3/13	352	Causeway	LST-848
31.	Landing Force Arty	Admin/Log Echelon, Hq Btry	353	Causeway	LST-848
32.	Landing Force Arty	7th 105 How Btry, Cmd Sect.	357	Causeway	LST-848
33.	Landing Force Arty	Elem, 7th 105 How Btry (Fir- ing Btry)	358	Causeway	LST-848
34.	Landing Force Arty	Elem, 7th 105 How Btry, (Ad- min/Log)	359	Causeway	LST-848
35.	RLT-23	Tactical Cmd Grp	127	1-LCM6	APA-45
35.	RLT-23	Advance Party	126	1-LCM6	APA-45
37.	RLT-23	ALFA Grp	128	2-LCM8	APA-45
38.	RLT-23	BRAVO Grp	129	1-LCM8	APA-45
39.	RLT-23	Comm Plt, Det Comm Co, Hq BN	130	1-LCM6	APA-45
40.	RLT-23	Det, 3rd ANGLICO	135	1-LCM8	AGC-12
41.	RLT-23	Det, Hq Btry, 3/13	136	1-LCM6	AGC-12
42.					
43.	Shore PtyGrp ALFA	Det, Hq, Plt, Maint Co, 5th SERV BN	400	2-LCM8	LSD-16
44.					
45.	Shore PtyGrp ALFA	Det, Supply Plt, Supply Co, 5th SERV BN	402	1-LCU	LSD-16
46.	Shore PtyGrp ALFA	Hq Sect & Maint Co, Co "C", 4th MT BN	390	Causeway	LST-1146
47.	Shore PtyGrp ALFA	1st Plt (-), Co "C", 4th MT BN	391	Causeway	LST-1146
48.	Shore PtyGrp ALFA	1st Plt (-), Co "C", 4th MT BN	392	Causeway	LST-1146

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Operation Order

COMPHIBGRU ONE 303-67

	A	B	C	D	E
LINE	UNIT	ELEMENT	SERIAL	CRAFT NO/TYPE	SHIP
49.	Shore PtyGrp ALFA	2nd Plt(-), Co"C", 4th MT BN, Det Co"C"(-), 4th SP BN	393	Causeway	LST-1146
50.	SP Grp ALFA	2nd Plt(-), Co"C", 4th MT BN	394	Causeway	LST-1146
50a.	SP Grp ALFA	3rd Plt(-), Co"C", 5th Engr	380	Causeway	LST-1146
51.	Shore Pty Grp ALFA	Fuel Sqd, Fuel Plt, Supply Co, 5th SERV BN	403	Causeway	LST-1146
52.	RLT-23	Hq Co(-)	131	5-LCM6	APA-220
53.	RLT-23	Co"C"(-), 5th ENGR BN	132	Causeway	LST-1168
54.	RLT-23	Co"C"(-), 5th ENGR BN	133	Causeway	LST-1168
55.	RLT-23	Co"C"(-), 5th ENGR BN	134	Causeway	LST-1168
56.	4th MEB	Comm Co, Hq BN, Civil Affairs	103/104	1-LCM6	AGC-12
57.					
58.	LSG	H & S Co(-), 4th SP BN	426/427 428/429	1-LCM6	APA-220
59.	LSG	Co Hq, MP Co, Hq BN	433	1-LCM6	APA-220
60.	LSG	2nd Plt, MP Co, Hq BN	434	1-LCM6	APA-220
61.	LSG	3rd Plt, MP Co, Hq BN	435	1-LCM6	APA-45
62.	LSG	4th Plt, MP Co, Hq BN	436	1-LCM6	APA-220
63.	Shore PtyGrp ALFA	Det, MT Maint Co, Maint BN	405	2-LCM8	LSD-31
64.					
65.	Shore PtyGrp ALFA	Det, Sup Co, Det, Trk Co, H & S BN, 5th FSR	407	3-LCM6	LSD-31
66.					
67.	Shore PtyGrp ALFA	Det, MT Maint, Elect Maint, Engr Maint, Ord Maint, Maint BN, 5th FSR	409	1-LCM6	LSD-31
68.	LSG	Hq Plt, Maint Sect, Co, "A" 13th MT BN	430	1-LCU	LSD-31
69.	LSG	1st Plt, Co"A", 13th MT BN	431	2LCU3LCM8	LSD-31
70.	LSG	2nd Plt, Co"A", 13th MT BN	432	2LCU3LCM8	LSD-31
71.	RLT 23	TACLOG Pty	137	1-LCM6	LSD-31

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

Authenticated:

G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

And Commander Amphibious Grp ONE

Operation Order

COMPHIBGRU ONE 303-67

USS ESTES (AGC-12), Flagship

DTG: 171600Z/July 67

MSG REF: LSLT-9

TAB D TO APPENDIX VI TO ANNEX ILANDING SEQUENCE TABLEHELICOPTER

	A	B	C	D	E	F
LINE	UNIT	ELEMENT	SERIAL	CRAFT NO/TYPE	FROM	TO
1.	BLT 1/23	H & S Co (Rein)	170	6-CH46	LPH-2	LZ KATHY LS AMBER
2.	BLT 1/23	Co "D" (Rein)	171	8-UH34	LPH-2	LZ KATHY LS AMBER

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0

And Commander Amphibious Group ONE

Authenticated:

G. J. DE MARRA

Lieutenant, U. S. Navy

Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 67  
 Msg Ref: LSLT-9

Appendix VII to Annex ICauseway Plan

Task Organization. (Detailed task organization in accordance with Annex A).

1. General Situation.

a. As in basic operation order.

b. This Appendix provides for the installation and operation of a 12-section pontoon causeway on D-Day at RED Beach. ACB-1 will provide the pontoon causeway team and the equipment necessary to emplace the causeway. WEXFORD CTY, JEROME CTY and SUMMIT CTY will each carry four sections of causeway. Three warping tugs will be prepositioned at Del Mar prior D-1. The causeway will not be emplaced during the rehearsal.

c. If causeway operations are not feasible on D-Day, LSTs will off-load administratively in Del Mar Boat Basin.

2. Mission. This Unit will conduct causeway operations herein prescribed in order to support the ship-to-shore movement of TU 176.0.4.

3. Execution.a. Commander Transport Unit.

(1) Launch, assemble and emplace a 12-section pontoon causeway pier on the left flank of RED Beach in accordance with this plan.

(2) Inform CATF when causeway is ready for operations.

b. Commander Transport Control Element (CTE 176.0.4.1)

(1) Direct LST Control Element Commander, in coordination with Pontoon Causeway Element Commander, to launch causeway sections from LSTs about H+1 on D-Day.

(2) Advise Transport Unit Commander when causeway is ready for

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emplacement.

(3) In coordination with the Shore Party Commander emplace the causeway on left flank of RED Beach on the range established by the Beachmaster.

(4) Advise Transport Unit Commander one hour in advance of the estimated time the causeway will be ready to receive the first LST.

(5) As requested by CLF, direct Commander LST Control Element to commence and control the marriage and divorce of the LSTs to the causeway pier.

(6) Advise Transport Unit Commander of LST movements to and from causeway pier.

(7) Assume tactical control of warping tugs and LCM 6 pusher-boats in the transport area.

(8) Be prepared to direct retraction and backloading of causeway sections aboard LST upon termination of causeway operations.

(9) Provide 2 LCM 6 pusher-boats to assist LST marriages.

c. Commander LST Control Element (CTE 176.0.4.4)

(1) Coordinate and control the splashing and assembly of causeways in coordination with the Pontoon Causeway Element Commander.

(2) Keep PCS advised of the progress of causeway assembly.

(3) After causeway is operable, and when directed by PCS, control the marriage and divorce of the LSTs to the causeway pier.

(4) Request 2 LCM 6 from PCS, as required for pusher-boat functions.

(5) When directed by PCS, control the retraction and backloading of causeway sections aboard LST upon termination of causeway operations. Coordinate with Pontoon Causeway Element Commander.

(6) Advise PCS when LSTs secured for sea.

d. Commander Pontoon Causeway Element

(1) Pre-position three warping tugs at Del Mar prior D-1.

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- (2) Control movement of warping tugs on D-Day from Del Mar to causeway launching area, RED Beach, to arrive no later than H+1.
- (3) Coordinate launching of causeway sections about H+1 with LST Control Element Commander and commencement assembly.
- (4) Keep Transport Control Element Commander (PCS), LST Control Element Commander and Beach Party Element Commander advised of causeway assembly progress.
- (5) When causeway is ready for emplacement, advise PCS and report to Commander Beach Party Element for operational control.
- (6) When directed by Beach Party Team Element Commander, emplace causeway on the range established.
- (7) Under the direction of the Beach Party Team Element Commander assist in the conduct of causeway operations.
- (8) When directed, retract causeway, disassemble sections and coordinate back-loading aboard LST with LST Control Element Commander.

x. Coordinating Instructions.

- (1) LST report to LST Control Element Commander time of marriage to causeway, 15 minutes prior to breaking marriage and estimated time underway.
- (2) LSTs launch causeways <sup>At H+60 minutes</sup> ~~in accordance with the following tentative schedule:~~ JEROME CTY - H+60; SUMMIT CTY - H+90; WEXFORD CTY - H+120.
- (3) Tentative order of LST to causeway for marriage follows:

USS JEROME CTY  
 USS SUMMIT CTY  
 USS WEXFORD CTY

4. Heavy Weather.

a. If adverse sea conditions render assembly or installation of the causeway pier unduly hazardous, Commander Beach Party Element or Commander Pontoon Causeway Element, as appropriate, advise PCS and make recommendations.

b. PCS report adverse sea conditions to Commander Transport Unit

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who will notify CATF.

c. If the causeway is installed and adverse sea conditions develop which endanger further causeway operations, the circumstances will be reported to PCS, Transport Unit Commander and CATF with recommendations. If the causeway is retracted, it may be secured in the causeway launching area under the control of Commander Pontoon Causeway Element for safekeeping.

d. In the event heavy weather precludes causeway operations, CTU 176.0.4 direct LSTs to proceed to Del Mar to introduce vehicles to the AOA via land route.

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:



G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 67  
 Msg Ref: LSLT-9

Appendix VIII to Annex IBoat Salvage Plan

1. General. This plan provides for the employment of salvage boats. Boat salvage and salvage equipment in accordance with COMPHIBPAC INST 9940.4 CH-1 (Assault Boat Salvage Manual) Heavy Salvage Boat and 2 pusher-boats will be equipped to conduct LCM-Assist beaching in accordance with Tab A to this Appendix.
2. Implementation.
  - a. Primary Control Ship control salvage operations seaward of the surf line. The Beach Party Commander controls all salvage of craft and amphibian vehicles in the surf zone directing salvage boats as necessary.
  - b. Tow disabled amphibious vehicles to the beach.
  - c. PCS or beachmasters may order any boat or amphibian vehicle except ambulance boats or boats carrying casualties, to tow a disabled boat or amphibian vehicle.
  - d. The coxswain of each salvage boat will tow disabled boats well clear of the surf zone and ensure that the towed boat is seaworthy and operating before casting off.
3. The LCM Assist Beaching Plan is established in Tab A to this Appendix.

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

Tab:

A LCM Assist Beaching Plan

Authenticated:

*G. J. De Marra*  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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Operation Order  
 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 67  
 Msg Ref: ISLT-9

Tab A to Appendix VIII to Annex I

LCM Assist Beaching Plan

1. The Heavy Salvage Boat and 2 pusher boats will be equipped to conduct assist LCM 6 beaching. Assist beaching will be directed by Commander Transport Unit prior to H-Hour, if required.
2. PCS will initiate LCM-6 assist beaching when conditions warrant, and report such action to Commander Transport Unit and CATF.
3. If assist beaching is ordered, Primary Control Ship will notify the Heavy Salvage Boat and 2 pusher boats to rig for assist beaching.
4. Boat Group Commander and Heavy Salvage Boat will establish an "assist line" approximately 1000 yards to seaward of the surf zone.
5. Procedures.
  - a. On being dispatched from the LOD to the beach by the PCS, the Heavy Salvage Boat will report to the Boat Group Commander at the "assist line".
  - b. On order of the Boat Group Commander, the LCM 6 to beach will come alongside to leeward of the assisting LCM 6. The towing bridle will be passed to the beaching LCM 6, and approximately 110 fathoms of towline will be payed out and streamed astern. On signal of the beaching LCM 6, both boats proceed toward the beach.
  - c. As the beaching LCM 6 approaches the surf zone, the assisting LCM 6 will signal full speed to the LCM 6 intending to beach. The assisting LCM 6 will then turn to seaward ensuring a slight strain on the towline, but not enough to retard the beaching LCM 6. The assisted LCM 6 will proceed to the beach and unload with engines always kept ahead in order to keep towline clear of the screws. The assisting LCM 6 will keep a slight strain on the towline, being careful not to pull the beaching LCM 6 off the beach.
  - d. On signal from the Beachmaster to retract, the beached LCM 6 (engines still ahead) will signal the assist LCM 6 to start towing.

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When well clear of the surf zone, the assisted LCM 6 will cast-off the towline, turn to seaward, clear the area, and report to the BGC. The assisting LCM 6 will retrieve the towline and prepare to receive the next LCM 6 to be assisted.

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APPENDIX IX TO ANNEX ILIFE JACKET, SLING AND CARGO NET RECOVERY PLAN1. General.

a. Ships providing life jackets to troops, perform the following prior to embarkation: Inventory life jackets, inspect to ensure that jackets are clean, free of defects, complete in all respects and properly marked with ship type and hull number.

b. Marine personnel embarking in LVTs for the Ship-to-Shore Movement will wear Marine furnished inflatable (belt type) life jackets.

c. LSD/LST ensure troop type life jackets worn by Marines during Pre-H-Hour transfers are returned to the appropriate command as soon as practicable.

d. Ships dispatch own available boats to beach to pick up own life jackets after coordination with PCS.

2. Landing Force Responsibilities.

a. Instruct troops in the proper manner of wearing and care of life jackets, and ensure that life jackets are discarded at the high water mark, out of the path of vehicles moving ashore.

b. Ensure life jackets are not discarded in the landing craft or carried inland.

c. CLF institute positive control of troop life jackets and ensure that all jackets are collected, inventoried and returned to the beach area for positive control of the shore party. Under no circumstances, will troop life jackets be carelessly discarded ashore.

d. Supervise the collection and recovery of life jackets, slings and cargo nets.

e. Notify the Primary Control Ship when life jackets are ready for pick up by the parent ships.

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f. Notify the Transport Unit Commander and Primary Control Ship if life jackets are not promptly retrieved.

3. Special R-Day Instructions.

a. Life jackets utilized in Pre-H-Hour transfers will be returned to the landing craft subsequent to debarkation. Life jackets may then be returned to parent ship or retained in landing craft for R-Day re-embarkation.

b. Prior to movement of landing craft to beach for R-Day re-embarkation, PCS will ensure that sufficient life jackets are aboard each landing craft from the Marine Unit's parent ship to embark the troops in each specific landing craft.

4. Reports.

a. Each ship will notify CTU 176.0.4 by message not later than 1300T R-Day of the number of troop life jackets, slings and/or cargo nets missing as the result of the R-Day exercise.


b. Each ship will report the number of troops life jackets, slings and/or cargo nets missing and the number of board belonging to other ships to the Commander Transport Unit prior to leaving the transport area. Further indicate disposition action taken.

c. The transport Unit Commander will submit a consolidated final report to CATF.

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Appendix X to Annex IHelicopter Ship-to-Shore MovementTask Organization: (Detailed Task Organization in Annex A)

1. General Situation: (As in Basic Order)
2. Execution.

- a. Landing Force.

(1) Provide and employ helicopters in accordance with Helicopter Availability Table, Tab A and the Helicopter Employment and Assault Landing Table, Tab B to this Appendix.

(2) Provide SAR helicopters during airborne ship-to-shore movement in accordance with Annex H.

(3) Provide a TACLOG party in IWO JIMA to support the airborne ship-to-shore movement.

- b. Tactical Air Control Unit.

(1) Establish a TACC in ESTES.

(2) Coordinate with supporting arms and other air operations with the airborne ship-to-shore movement.

- c. Helicopter Direction Center.

(1) Establish in IWO JIMA.

(2) Operate under overall direction of TACC for coordination of air operations with other agencies and under the operational control of Commander LPH Element.

(3) Control airborne ship-to-shore movement and subsequent operations in accordance with this Appendix and Annex H.

(4) Control the helicopter assault rehearsal in accordance with

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with this Annex.

(5) Control helicopter escort aircraft when directed by TACC.

(6) Launch or direct helicopter for SAR and evacuation of actual casualties in accordance with Annex H.

d. Transport Unit.

(1) Provide helicopter safety boats as prescribed in Tab D.

(2) Be prepared to assist in rescue operations for downed helicopters.

(3) Ships with helicopter pads be prepared to receive helicopters on board at any time.

e. LPH Element.

(1) Carry out airborne ship-to-shore movement in accordance with this Appendix and Annex H.

(2) Operate in LPH OPAREA described in Tab B and C to Appendix I and Tab C to this Appendix.

(3) Augment Helicopter Direction Center in controlling helicopters by means of CIC radar.

x. Coordinating Instructions.

(1) During the airborne ship-to-shore movement, helicopters use their squadron tactical voice call plus wave number as assigned in the Helicopter Employment and Assault Landing Table. Example: If sixteen helicopters from IWO JIMA are organized into four flights or four, the first four would have the call "\_\_\_\_\_ ONE", the second four would be "\_\_\_\_\_ TWO", etc. Individual helicopters in each flight will have a call as described below and will retain that call throughout the ship-to-shore movement.

HelicopterFirst FlightSecond FlightFlight Leader  
#2\_\_\_\_\_ ONE DASH ZERO  
\_\_\_\_\_ ONE DASH TWO\_\_\_\_\_ TWO DASH ZERO  
\_\_\_\_\_ TWO DASH TWO

Additional flights will be designated in a similar manner. Replacement helicopters for downed status aircraft will assume the same number as the aircraft substituted for. In the event of separation from the flight,



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helicopters will report to a control agency using their assigned call signs as outlined above.

- (2) Helicopter control and protection in accordance with Annex H.
- (3) TACC is responsible for coordinating helicopter requests missions with supporting arms.
- (4) Communications in accordance with Annex N.
- (5) The following reports will be submitted by the HDC to the Commander Transport Unit and TACC in addition to those listed in Annex H:
  - (a) Time of touchdown of first helicopter wave in landing zone.
  - (b) Four hourly report of percentage of helicopter-borne lift completed.
  - (c) Time of completion of helicopter lift.
- (6) Helo approach lands and landing zones for R-Day and D-Day are as designated in Tab C to this Appendix.
  - (a) Inbound flights will proceed at 500 feet above the terrain.
  - (b) Outbound flights will retire at 800 feet above the terrain.
- (7) Helicopter assault waves conduct a turnaway landing, without troops embarked and will NOT touchdown on R-Day

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## Tabs:

- A Helicopter Availability Table
- B Helicopter Employment and Assault Landing Zones
- C Helicopter Approach Lanes and Landing Zones - D-Day and R-Day
- D Helicopter Safety Boats
- E Helicopter Crash Procedures

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TAB A TO APPENDIX X TO ANNEX IHELICOPTER AVAILABILITY TABLE

HELICOPTER UNIT AND DESIGNATION	NO OF A/C	A/C AVAILABLE NUMBER		TYPE	CARRIER	DECK LAUNCH CAPABILITY
		FIRST TRIP	OTHER TRIPS			
		100%	80%			
MAG 46	*12	* 8	*10	UH-34	IWO JIMA	8
MAG 46	* 4	4	3	CH-53	IWO JIMA	4

\*NOTE: Four additional UH-34 aircraft will be phased in from beach subsequent to first wave. CH-53s will be phased in from beach.

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TAB B TO APPENDIX X TO ANNEX I

HELICOPTER EMPLOYMENT AND ASSAULT LANDING TABLE

Reference: (a) Annex I (Landing Plan) to CG, 4th MEB OPLAN 2-67

PART I: Scheduled Employment. BLT 1/23

WAVE	SERIAL	C HELICOPTER UNIT & FLIGHT NO	D NO/TYPE A/C	E		F			G		H		J TROOP UNIT AND/OR EQUIPMENT
				FROM	TO	REPORT	LOAD	MIN	LAUNCH	LAND	LZ	LS	
				ORIGIN		LOAD			MIN	MIN			
1	151	MAG 46-1	8-UH34	LPH2	LPH2	L-26	L-22	L	KATHY	AMBER			Co "A" (Rein) and Umpires
2	152	MAG 46-2	2-CH53	C/PEN	LPH2	L-16	L-12	L+10	KATHY	AMBER			Co "A" (Rein)
3	153	MAG 46-3	2-CH53	C/PEN	LPH2	L-6	L-2	L+20	KATHY	AMBER			Co "A" (Rein), FAC, Co "B" (Rein)

PART II: Non-Scheduled Employment:

LINE	SERIAL	B HELICOPTER UNIT	C NO/TYPE A/C	D ORIGIN	E		F TROOP UNIT AND/OR EQUIPMENT
					DESTINATION		
					LZ	LS	
1	154	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "B" (Rein)
2	155	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "B" (Rein)
3	156	MAG 46	2-CH53	LPH2	KATHY	AMBER	Co "B" (Rein), Umpires, HST 4th SP Bn
4	157	MAG 46	2-CH53	LPH2	KATHY	AMBER	81mm Plt, Co "B" (Rein)
5	158	MAG 46	4-UH34	LPH2	KATHY	AMBER	81mm Plt, Umpires
6	159	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "B" (Rein), 106 RR Plt
7	160	MAG 46	2-CH53	LPH2	KATHY	AMBER	HST 4th SP Bn, 106 RR Plt
8	161	MAG 46	3-CH53	LPH2	KATHY	AMBER	H&S Co (Rein), Det Comm Plt, 106 RR Plt
9	162	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "C" (Rein)
10	163	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "C" (Rein)
11	164	MAG 46	3-CH53	LPH2	KATHY	AMBER	Det Comm Plt, Co "C" (Rein), Umpires
12	165	MAG 46	2-CH53	LPH2	KATHY	AMBER	Co "C" (Rein), Co "C" (Rein)
13	166	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "D" (Rein)
14	167	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "D" (Rein)

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LINE	A SERIAL	B HELICOPTER UNIT	C NO/TYPE A/C	D ORIGIN	E DESTINATION		F TROOP UNIT AND/OR EQUIPMENT
					LZ	LS	
15	168	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein)
16	169	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein)
17	170	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "D" (Rein)
18	171	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "D" (Rein)
19	172	MAG 46	2-CH53	LPH2	KATHY	AMBER	Mortar Btry 3/13
20	173	MAG 46	2-CH53	LPH2	KATHY	AMBER	Mortar Btry 3/13, Det Comm Co, 1/23 Supply
21	174	MAG 46	4-UH34	LPH2	KATHY	AMBER	Co "D" (Rein)
22	175	MAG 46	4-UH34	LPH2	KATHY	AMBER	H&S Co (Rein)
23	176	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein), Det Co "C" 5th MEB
24	177	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein)
25	178	MAG 46	4-UH34	LPH2	KATHY	AMBER	H&S Co (Rein), Det 3rd ANGLICO
26	179	MAG 46	4-UH34	LPH2	KATHY	AMBER	1st Plt 9th ENG Co
27	180	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein), 1st Plt 9th ENG Co
28	181	MAG 46	2-CH53	LPH2	KATHY	AMBER	H&S Co (Rein)
29	182	MAG 46	4-UH34	LPH2	KATHY	AMBER	H&S Co (Rein)

PART III: As-Available Employment: The following craft are required on a not-to-interfere basis with employment above. Requests for these serials shall be coordinated with HDC, LPH-2.

LINE	A SERIAL	B HELICOPTER UNIT	C NO/TYPE A/C	D FROM	E DESTINATION
1	100	MAG 46	1-UH34	AGC-12	LZ GINA (RED BEACH)
2	101	MAG 46	4-UH34	AGC-12	LZ GINA (RED BEACH)
3	102	MAG 46	3-UH34	AGC-12	LZ GINA (RED BEACH)
4	183	MAG 46	1-UH34	LPH2	LZ KATHY LS AMBER

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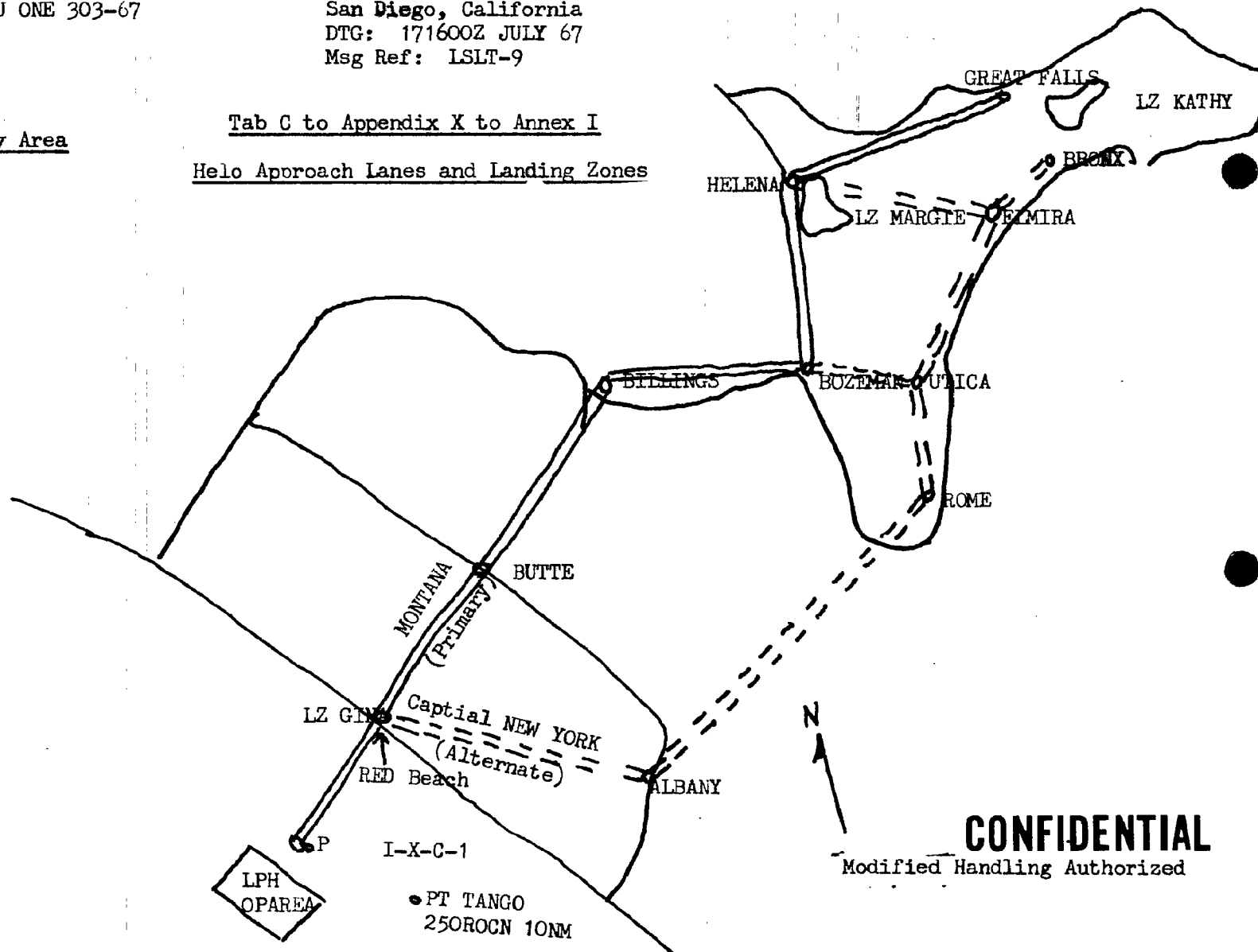
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1. D-Day Area

Tab C to Appendix X to Annex I

Helo Approach Lanes and Landing Zones



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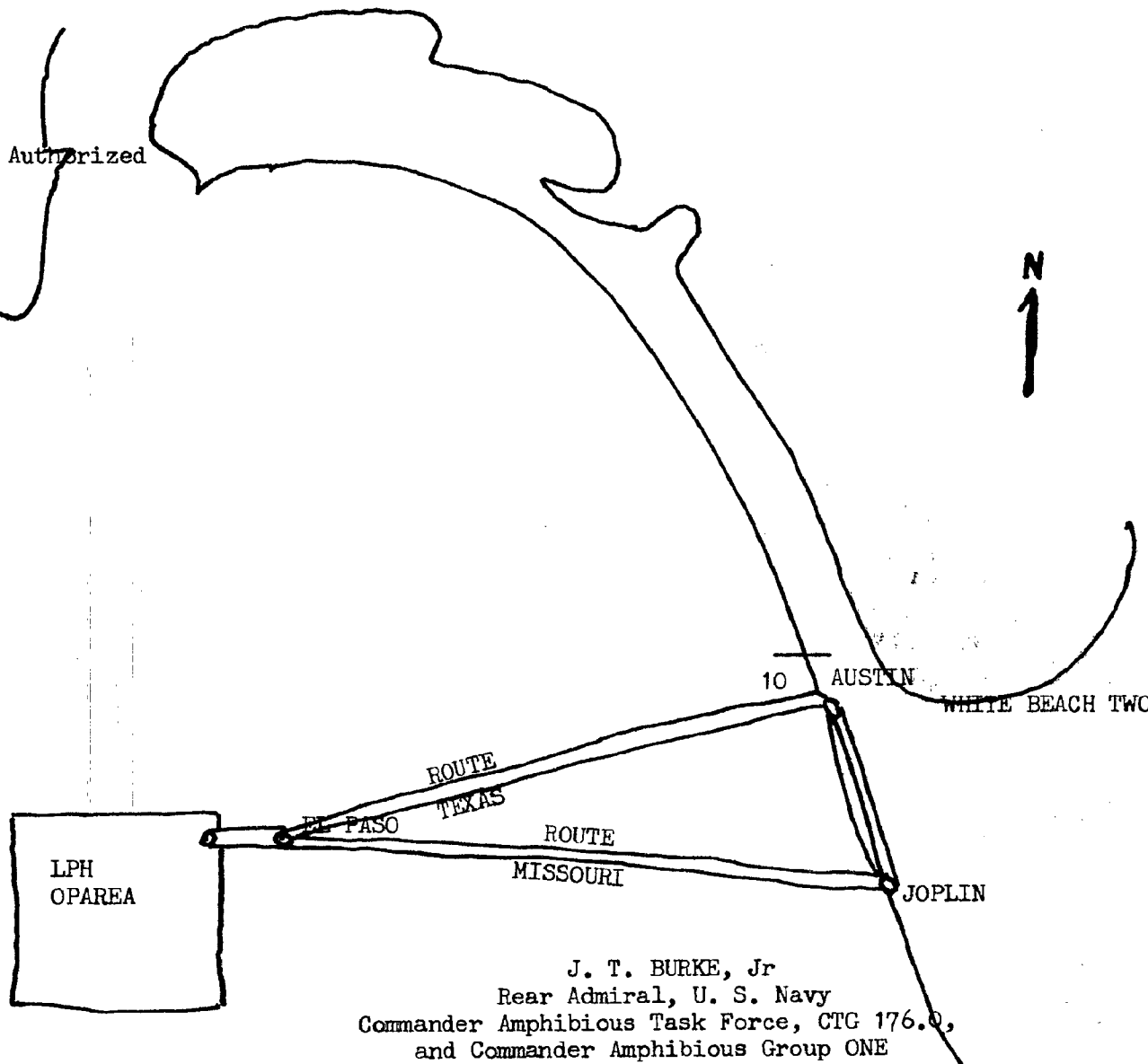
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2. R-Day Area



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Tab D to Appendix X to Annex IHelicopter Safety Boats

1. Helicopter Safety Boats will be provided in accordance with Tab C to Appendix III to this Annex.
2. Helicopter Safety Boats will be manned and equipped by the parent ship and controlled by TACC on the Helo Safety Boat Control Net.
3. In addition to the regular crew, helicopter safety boats will be manned by an officer, a hospital corpsman and two qualified swimmers furnished by Commander Reconnaissance and Underwater Demolition Element. These personnel will be familiar with helicopter rescue procedures for UH-34 and ~~OH-6A~~ aircraft. "CH-53"
4. Helicopter Safety Boat equipment will include the following:
  - a. Voice Radio
  - b. Recovery nets
  - c. Blankets (10)
  - d. Swimmer Safety Lines
  - e. Life rings
  - f. Stokes litter with flotation gear
  - g. Radar reflector
  - h. Anchor with 100 fathoms of line
  - i. 32 point red light
  - j. Battle lanterns and portable spot light
  - k. Axe, hacksaw, boltcutter and metal shears
  - l. Medical kit

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- m. International orange panels displayed for pilot identification
- n. Day/night signal flares.

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Tab E to Appendix X to Annex IHelicopter Crash Procedures

1. Search and rescue operations in accordance with Annex H.
2. Water Crash Procedures.
  - a. If helicopters are loaded, the last helicopter in formation will detach and orbit scene, directing operations on the SAR net.
  - b. If helicopters are empty, the Wave Commander will designate a helicopter to pick up survivors.
  - c. Remainder of wave proceed to destination.
  - d. Safety boats are the preferred means of rescue.
3. Land Crash Procedures.
  - a. Helicopter wingman land and provide assistance.
  - b. Helicopter designated by Wave Commander remain aloft over crash scene to act as a communications relay and homer using emergency IFF.
  - c. Remainder of wave proceed to destination.
4. TACC and HDC will be notified of all crashes immediately.
5. HDC will direct helicopters to assist at scene of crash as necessary. TACC will control all aircraft engaged in SAR as soon as in possession of necessary information.

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Operation Order  
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APPENDIX XI TO ANNEX IREHEARSAL PLAN

References: NWP 16, NWP 22, NWIP 22-1, NWIP 22-3

Time Zone: Tango (+7)

1. General. A rehearsal of the ship-to-shore Movement will be conducted at GREEN Beach II and WHITE Beach II, Silver Strand, on D minus one 1 August 1967 in order to:

- a. Familiarize personnel with the landing plan.
- b. Test the time schedule for Pre-H-Hour transfers and scheduled waves.
- c. Test control procedures and communications.

2. Procedures.

- a. Procedures for control, Pre-H-Hour transfers and scheduled waves will be in accordance with Annex I.
- b. The pontoon causeway will not be splashed for rehearsal.
- c. The bulk fuel system will not be installed.
- d. All surface scheduled waves will embark with complete combat load of assigned troops.
- e. All troops will debark ashore.
- f. Helicopter assault waves will conduct a turnaway landing without troops embarked and will not touchdown on Rehearsal Day.

2. Page I-XI-1, paragraph 2.g., delete paragraph and insert: "Subsequent touchdown and debarkation all waves at Green Beach II, all LVT will turn north and remain clear of boat lane area for refueling and reembarkation. After debarking from LVT troops will assemble to the south of the boat lane area and await reembarkation. The Red Beach PCS will provide boating to reembark troops in WEXFORD CTY."

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h. Following touchdown and debarkation at White Beach II, all LVTs will proceed to the area north of the boat lane to await refueling and re-embarkation. When all boat waves have cleared the beach, the LVTs will be refueled by tanker truck then returned to the WEXFORD COUNTY and the CABILDO as directed by the PCS and re-embarked in reverse order of debarkation. Troop debarked from LVTs will NOT be returned to parent ships in LVTs but will be returned in landing craft as directed by the PCS. Parent ships must ensure that landing craft carry life jackets for LVT troops' use during the return trip to assigned ships.

Page I-XI-2, paragraph 2.i, change paragraph to read "Only scheduled waves will be exercised. Ships conduct wet net/debarkation drills for troops not in scheduled waves." as directed by PCS.

Page I-XI-2, paragraph 2.j, add new sentence. "Lifeguard personnel will be assigned by UDT-12 and stationed in LARC safety boats." S  
B

k. Landing craft waves will be dispatched to their serial-source ships by the SCS immediately on their return from the touchdown rehearsal. Care must be taken by the SCS to ensure that boats returning on the seaward side of the LCD do not interfere with scheduled waves approaching the LOD.

l. Troops in landing craft will retain their life jackets for re-embarkation. Troops in LVTs will leave their inflatable life jackets in the LVTs upon debarking; kapok life jackets will be available in boats returning these troops to their ships (see Appendix IX, Life Jackets Plan).

m. Backloading in accordance with the loading plan for D-Day.

n. The Boat Group Commander, Assistant Boat Group Commander, Salvage Boats and Marker Boats (in the event of bow visibility) remain on station until re-called by the PCS.

### 3. Execution.

#### a. Transport Unit

Utilize procedures and carry out task outlined in D-Day plans, as modified by paragraph 2 above.

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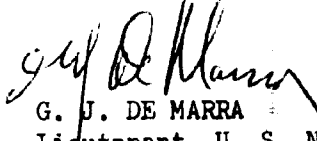
x. Coordinating Instructions.

(1) Backloading will commence at White Beach II on signal of Commander Transport Unit.

(2) Rehearsal Transport Area Diagram and coordinates are located in Tab D to Appendix I to this Annex.

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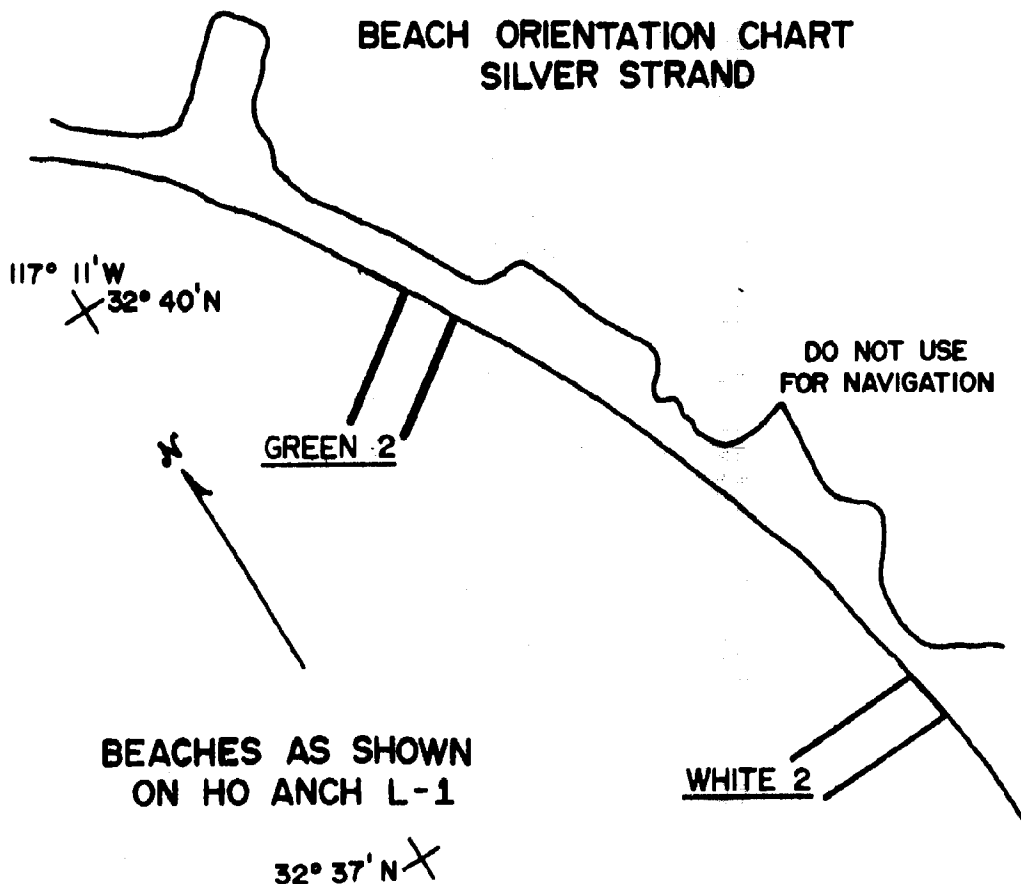
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Tab A to Appendix XI to Annex I

**BEACH ORIENTATION CHART  
SILVER STRAND**



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Commander Amphibious Task Force,  
CTG 176.0 and Commander Amphibious  
Group ONE

Authenticated:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Tab B to Appendix XI to Annex I

GREEN BEACH 2, SILVER STRANDReference Chart: H.O. ANCH L-1 (Scale; 1:20,000)Reference Point: (left flank marker)

LAT. 32-39-18N

LONG. 117-09-16W

1. Introduction. Green Beach 2 is 500 yards in length and faces 240° T. This beach is one (1) of ten (10) color named beaches north of the Silver Strand State Beach Park (see Reference Chart) on the Silver Strand, Coronado, California.

2. Offshore. There are no charted or observed obstructions in the offshore area.

3. Nearshore. The area from the 5 fathom curve to the 3 fathom curve was not surveyed. The bottom from the 3 fathom curve to MLLW is composed of fine, hard-packed sand. No natural or artificial obstacles were observed in this zone.

Average distances: MLLW/1 fathom curve - 86 yards  
 1 fathom curve/2 fathom curve - 50 yards  
 2 fathom curve/3 fathom curve - 36 yards

Average gradients: MLLW/1 fathom curve - 1:43  
 1 fathom curve/2 fathom curve - 1:25  
 2 fathom curve/3 fathom curve - 1:18  
 MLLW/3 fathom curve - 1:29

4. Foreshore. The average foreshore width from MLLW to HWL is 78 yards. Foot trafficability in this area is good, running is possible. The average slope of the foreshore is 1:14. There are no obstructions to lateral traffic on the foreshore.

5. Backshore. The backshore averages 50 yards in depth and offers fair to good trafficability to wheeled and tracked vehicles respectively. There are no surfaced exits to or from the backshore.

6. Hinterland. State Highway 75 runs parallel to the beach approximately 250 yards behind the backshore.

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7. Evaluation. This beach is suitable for all landing craft and vehicles. Runnels are common though transient in nature. Due to the composition of the beach the face is subject to cusping and ball formation. Balls and runnels present beaching hazards to craft and personnel respectively while cusps will enhance the likelihood of small craft broaching.

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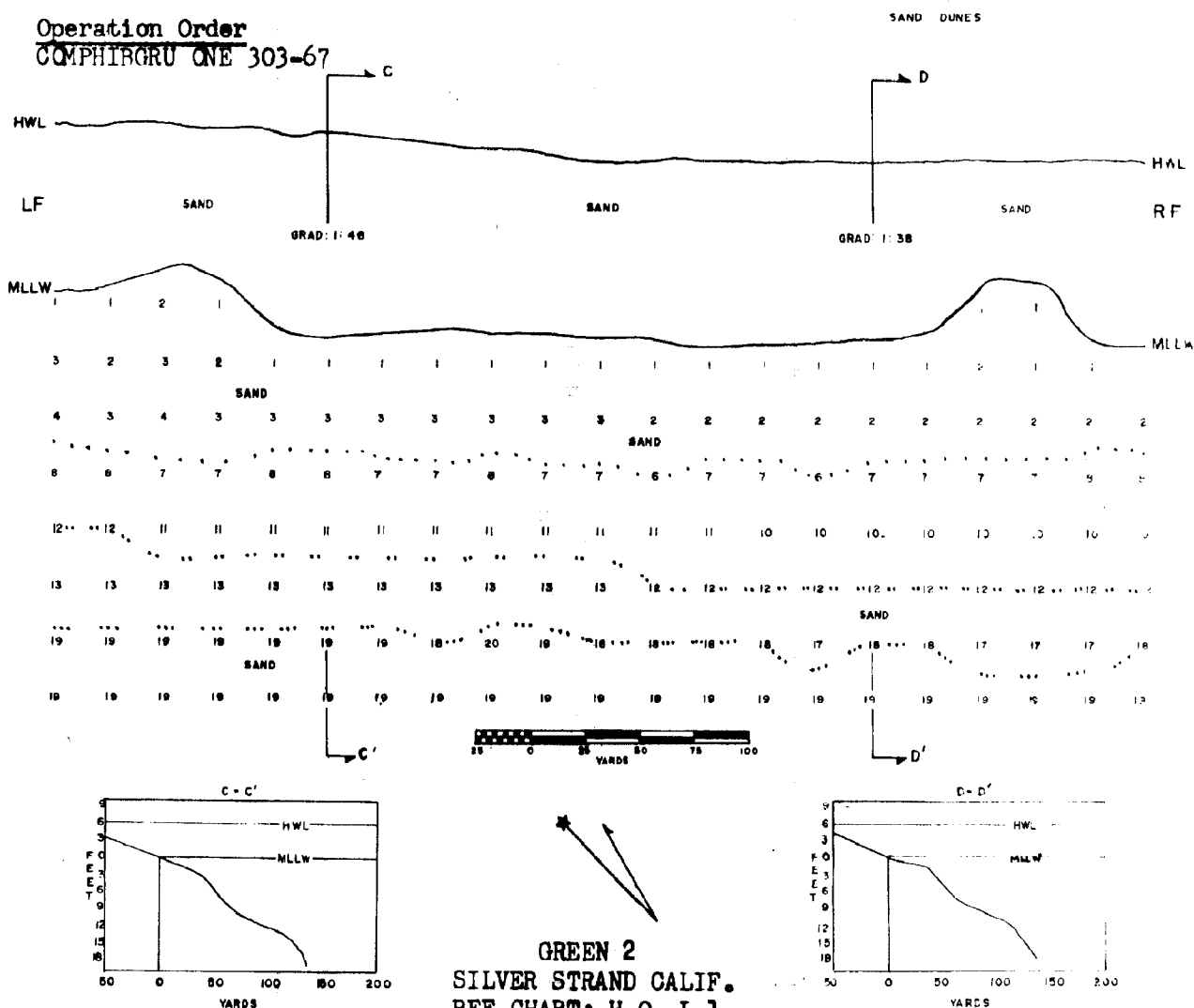
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GREEN 2  
SILVER STRAND CALIF.  
REF CHART: H.O. L 1  
REF PT: LEFT FLANK MARKER  
(not shown)  
LAT 32-39-18N  
LONG 117-09-16W  
DATE 24 JAN 66  
SOUNDING CORRECTED TO MLLW

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WHITE BEACH 2, SILVER STRAND

Reference Chart: H.O. ANCH L-1 (Scale; 1:20,000)

Reference Point: (left flank marker)

LAT. 32-36-17N

LONG. 117-07-58W

1. Introduction. The Survey of White Beach 2, conducted 22 March 1967, covered Boat Lane 12 as marked by EXISTING beach markers and NOT as charted on the reference chart. The surveyed (marked) left and right flanks are within the charted Boat Lane by one hundred forty (140) and eight (8) yards respectively. This beach is 345 yards in length and faces 264°T. Additionally, the other Boat Lanes in this section are not marked as charted and present a narrower, uneven set of beaches. The total marked beach is 1440 yards vice the charted 2000 yards.

2. Offshore. The offshore area was not surveyed. The reference chart indicates a wreck approximately three hundred and thirty yards offshore and fifteen yards outboard of the left flank of the surveyed Boat Lane 12 (White Beach 2). It has been reported that this wreck was removed some years ago.

3. Nearshore The area from the 5 fathom curve to the 3 fathom curve was not surveyed. The bottom from the 3 fathom curve to the MLLW is composed of fine, hard-packed sand. No natural or artificial obstacles are present.

Average distances: MLLW/1 fathom curve - 105 yards  
 1 fathom curve/2 fathom curve - 43 yards  
 2 fathom curve/3 fathom curve - 51 yards

Average gradients: MLLW/1 fathom curve - 1:53  
 1 fathom curve/2 fathom curve - 1:22  
 2 fathom curve/3 fathom curve - 1:26  
 MLLW/3 fathom curve - 1:34

4. Foreshore. The beach is 345 yards long and usable over its entire length. The average width from the MLLW to the HWL is approximately 95 yards. It is composed of fine sand and foot trafficability is good. This beach will support four wheel and tracked vehicles easily. There are no obstacles to lateral movement and the whole beach may be used as an exit to the backshore.

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5. Backshore. The backshore area is comparatively flat with scattered small dunes. Trafficability on the backshore is good for tracked vehicles and fair for four wheel drive vehicles. There are no prepared exits but the entire area is suitable for vehicular traffic.

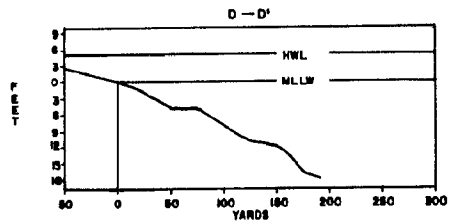
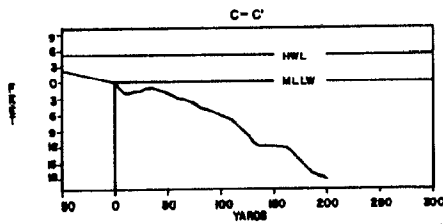
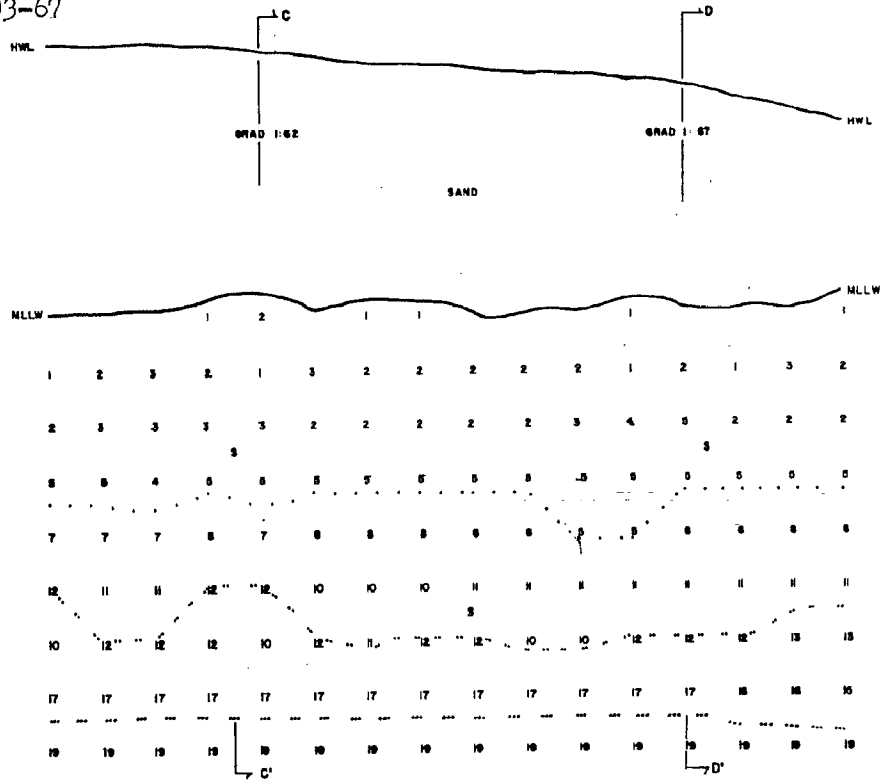
6. Hinterland. There are scattered roads and buildings behind the beach which are part of the Naval Communication Station. A four lane state highway, Route 75, runs behind the beach approximately 850 yards from datum. South of White Beach 2 there are concrete slabs which would make excellent helicopter landing pads.

7. Evaluation. White Beach 2 is suitable for all types of landing craft up to and including LCU. An LST could not be expected to dry ramp and one causeway section may be required for offloading. The accuracy of this survey is considered good.

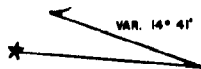
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LOW SAND DUNES



WHITE BEACH 2  
BOAT LANE 12  
SILVER STRAND  
MARCH 22 1967



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COMPHIBGRU ONE 303-67

WEATHER

Rehearsal Area Weather. This data is based upon records compiled at the Fleet Weather Facility, Naval Air Station, North Island.

1. Climate

a. The month of July is the middle of the dry season. The only precipitation during this month is occasional drizzle from low stratus clouds. Rare heavy showers have been recorded in the San Diego Coastal Mountains when a tropical storm happens to stagnate in the Gulf of California. Strong winds are extremely rare. The daily sea breeze becomes more pronounced between 1100 and 1600 hours and it is not unusual to have a steady westerly wind of 15 knots in the afternoons. Stratus usually forms in the late afternoon and dissipates at the rate of 200 feet of thickness per hour after sunrise.

b. August is one of the hottest months of the year particularly during the last half when easterly winds bring hot desert air to the coastal plain. Temperatures near 90°F are not uncommon. A 10 to 15 mile wide stratus bank is held offshore during the day while the plain has clear skies during the afternoon period.

2. Temperature (°F)

	<u>JULY</u>	<u>AUGUST</u>
Min Recorded	57	58
Daily min	64	65
Mean	68	68
Daily Max	72	74
Max recorded	94	88

3. Winds (Knots)

	<u>July</u>	<u>August</u>
Direction	W	SW
Ave speed	7	6
Max gusts	NW 24	NW 28

4. Visibility and Ceiling

	<u>July</u>	<u>August</u>
VFR Conditions (greater than 1,000 feet/3mi)	29.1 days	29.4 days
IFR Conditions (equal or less than 1,000 ft/3mi)	1.5 days	1.2 days
Closed to Air Ops (less than 300 ft/½mi)	3½ hrs	3 hrs

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5. Precipitation (Inches)

Total

<u>July</u>	<u>August</u>
Trace	0.11

6. Fog (Hours)

Intermittant fog

<u>July</u>	<u>August</u>
34	29

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ASTRONOMICAL DATA  
COAST OF CALIFORNIA  
SILVER STRAND

LAT 32-40N LONG 117-09W

ZONE TIME: Tango (+7)

JULY 1967

DATE	DAY	BMCT	SUN			PHASE	MOON	
			RISE	SET	EECT		RISE	SET
27	THU	0531	0559	1952	2019	W	2345	1151
28	FRI	0532	0600	1951	2018	W	NMR	1246
29	SAT	0533	0600	1950	2017	LAST QTR	0006	1341
30	SUN	0534	0601	1950	2016	W	0035	1440
31	MON	0535	0602	1949	2015	W	0103	1539

AUGUST 1967

1	TUE	0536	0603	1948	2014	W	0120	1640
2	WED	0536	0603	1947	2014	W	0233	1739
3	THU	0537	0604	1946	2013	W	0327	1835
4	FRI	0538	0604	1946	2012	W	0429	1926
5	SAT	0539	0605	1945	2011	W	0535	2009
6	SUN	0539	0605	1944	2010	New Moon	0644	2049

LEGEND:

BMCT Beginning Morning Civil Twilight - Civil Twilight most nearly describes the beginning of the period in which daylight operations can safely commence.

EECT Ending Evening Civil Twilight - Most nearly describes the end of useful daylight for safe daylight operations.

W Waning Moon

NMR No Moon Rise

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COMPHIBGRU ONE 303-67

TIDAL DATA  
COAST OF CALIFORNIA  
SILVER STRAND  
LAT 32-40N LONG 117-09W

ZONE TIME: Tango (+7)

JULY 1967

Date	Day	Time	Ht. (ft)
27	THU	0054	4.1
		0736	1.0
		1418	4.2
		2036	2.2
28	FRI	0148	3.5
		0806	1.6
		1506	4.3
		2206	2.0
29	SAT	0312	2.9
		0836	2.0
		1554	4.5
		2342	1.6
30	SUN	0542	2.8
		0936	2.4
		1654	4.7
31	MON	0054	1.1
		0730	2.9
		1048	2.7
		1748	5.0

AUGUST 1967

Date	Day	Time	Ht. (ft)
1	TUE	0112	0.6
		0824	3.2
		1212	2.7
		1836	5.4
2	WED	0218	0.0
		0854	3.4
		1306	2.6
		1924	5.8
3	THU	0254	-0.4
		0924	3.7
		1348	2.4
		2000	6.2
4	FRI	0324	-0.7
		0954	3.9
		1430	2.1
		2042	6.4
5	SAT	0354	-1.0
		1018	4.0
		1512	1.9
		2118	6.6
6	SUN	0430	-1.1
		1048	4.3
		1600	1.6
		2200	6.5

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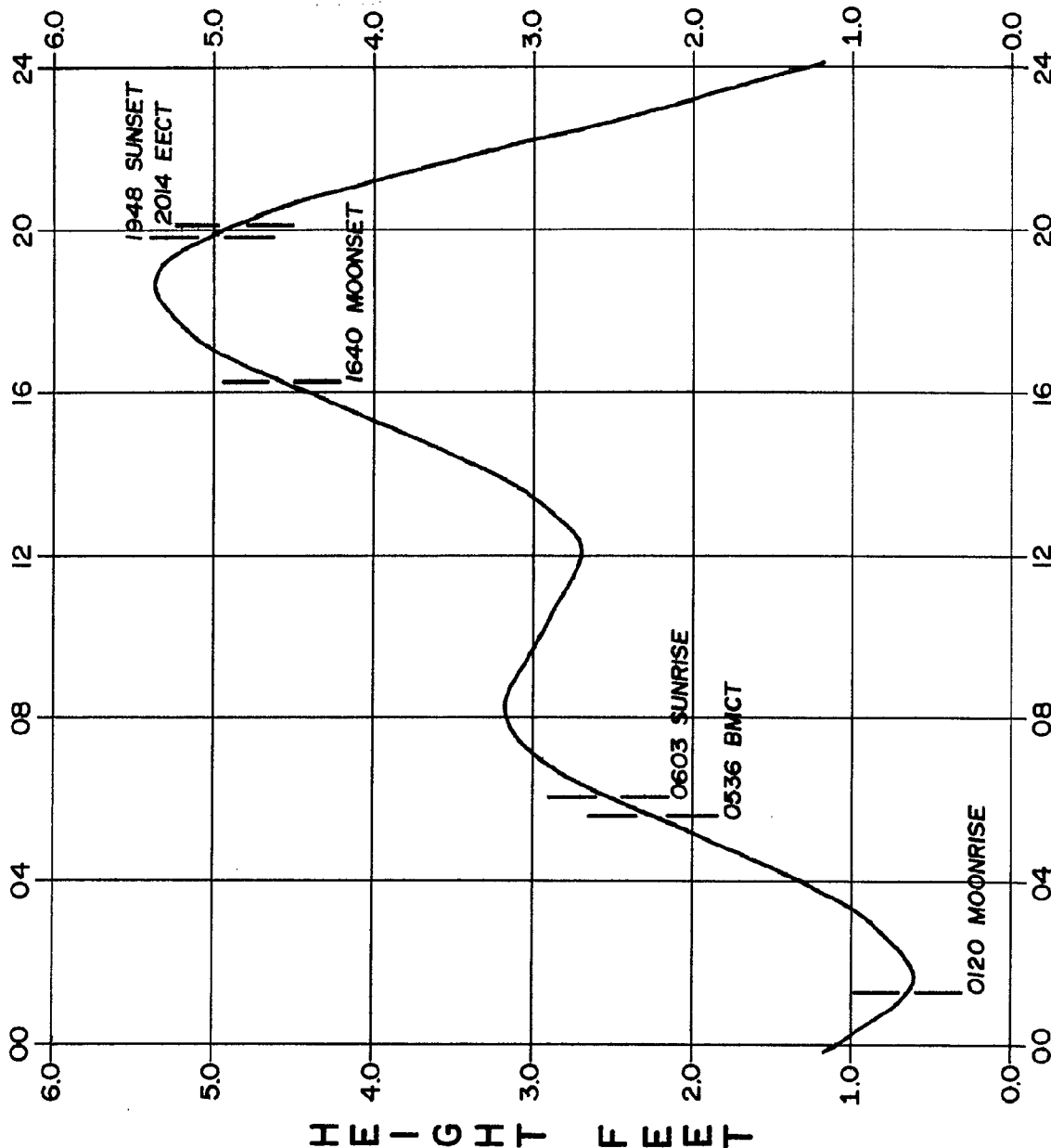
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**HEIGHT FEET****TIDAL CURVE  
SILVER STRAND CALIFORNIA**

Authenticated:

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 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

J. T. BURKE, Jr  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

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 COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JUL 67  
 Msg Ref: LSIT-9

Annex JProtective Measures in the Objective Area

Zone Time: Tango (+7)

Task Organization: (See Annex A)

1. Situation. As in the basic operation order.a. Enemy Forces. (As in Annex C)b. Friendly Forces. (As in the basic operation order.)

2. This force will conduct the operations described herein in order to protect TG 176.0 in the transport area.

3. Execution.a. Transport Unit Commander (CTU 176.0.4).

(1) Conduct protective measures in accordance with doctrine and with the provisions of appendices to this Annex.

(2) Control transient (stranger) ship/boat movement in and around the transport area.

x. Coordination Instructions.

(1) All elements of the Amphibious Task Force report promptly to the Transport Unit Commander, info CTG 176.0, any swimmer sneak attack information obtained or detected, and keep him informed of such activity in and around the transport area.

(2) Anti-Air warfare will be conducted in accordance with the Air Operations Plan, Annex H.

(3) Protective measures will simulate wartime conditions of readiness to the maximum extent consonant with safety of personnel and participating units.

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(4) Units will report all swimmer and surface contacts immediately to the Transport Unit Commander via the Task Force Reporting Net. Make all reports as true bearings and distances (indicate yards or miles) from anti-sneak attack reference point PT BASKET - center of seaward end of LOD.

(5) While in the amphibious objective area, ships of the Amphibious Task Force will be completely darkened, except while engaged in unloading operations. CTG 176.0 may prescribe one of the following lighting measures based on the tactical situation:

(a) ALFA

No lights to be shown topside. All ships completely darkened. Commanding Officers turn on appropriate navigation lights, energize search radars and break radio silence to clarify doubtful or dangerous situations.

(b) BRAVO

Ships actually engaged in unloading operations may use screened cargo lights where necessary. Such lights will be kept to a minimum, limited in candlepower and rigged to prevent direct light showing upward or outboard.

(c) CHARLIE

No light restrictions.

(6) Commanding Officers ensure that adequate security measures are taken to defeat enemy attempts to board.

(7) Instructions contained in this Annex are not intended to restrict commanders in exercising initiative or from taking such additional protective measures as deemed necessary to prevent injury to personnel and damage/loss of equipment.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
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Appendices:

- I Heavy Weather Plan
- II Retirement Plan
- III Swimmer Defense and Fly-catcher Operations

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Lieutenant, U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LSLT-9

Appendix I to Annex J

Retirement Plan

Task Organization: (See Annex A)

1. General Situation. (As in basic operation order)

This Appendix provides for retirement of forces from the Amphibious Objective Area, when such action is directed by CTG 176.0.

2. This force will, when directed by CTG 176.0, conduct the movements herein prescribed, in order to retire designated units from the Amphibious Objective Area.

3. a. In the event that a retirement is ordered, CTG 176.0 will:

(1) Give sufficient notice to permit recovery of boats and landing craft.

(2) Assign retirement areas for units and/or elements.

(3) Designate OTC of each component.

b. OTC of retirement components, when directed by CTG 176.0, will conduct retirement as follows:

(1) Sortie in accordance with instructions contained in Appendix II to Annex D.

(2) On reaching assigned areas, operate therein until otherwise directed, and report to CTG 176.0.

x. Coordinating Instructions

CTG 176.0 will order components to return to the transport area as the situation warrants.

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Appendix II to Annex JHeavy Weather Plan1. Heavy Weather Plan

The following heavy weather plans will be effective when directed by CTG 176.0.

## a. Heavy Weather Plan ALFA - (Heavy weather expected in the objective area)

- (1) Continue amphibious operations.
- (2) Ships be prepared to get underway on 30 minutes notice.
- (3) Secure all aircraft not required for current flight operations or fly to safe haven.
- (4) Hoist all boats not in use.
- (5) Be prepared to hoist all other boats.
- (6) Beachmaster prepare to secure beach facilities.
- (7) All ships secure loose gear and be prepared to secure loose cargo and uncovered hatches.

## b. Heavy Weather Plan BRAVO - (Heavy weather is imminent in the objective area)

- (1) Cease all amphibious operations.
- (2) Recover and secure all aircraft not specifically required for urgent tactical or emergency missions.
- (3) Hoist all boats.
- (4) Get underway as directed by CTG 176.0.

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(5) If retirement is ordered, proceed with retirement plan ordered by CATF in accordance with Appendix I to this Annex.

(6) Be prepared to salvage or otherwise assist small craft.

(7) Boats already loaded unload over the beach unless otherwise directed.

2. Landing and Support Operations

a. Landing and support operations will be continued as long as possible to support the troops ashore.

b. Should conditions preclude further landing and support operations, they will be resumed at the earliest opportunity when weather abates and as directed by CTG 176.0.

3. General Precautions


a. Commanding officers be prepared to take independent action to avoid immediate danger.

b. Reports of individual action taken pursuant to paragraph 3.a. above will be submitted to CATF.

c. Situation reports will be submitted to CATF by the Transport Unit Commander whenever weather requires changes in plan.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0  
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U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/JULY 67  
Msg Ref: LSLT-9

Appendix III to Annex J

Swimmer Defense and Flycatcher Operations

Ref: (a) COMPHIBPACINST 03500.17B

1. This Appendix provides for self protection measures of TG 176.0 from sneak attack by swimmers in the transport area.

2. Execution.

Ships and units of TG 176.0 in the transport area carry out the following:

a. Continuously maintain a ready gun battery for self defense.

b. During periods of alert signalled by CATF, each heavy ship, when at anchor in the transport area, will establish a picket boat patrol of one boat in the vicinity of parent ship. Additional picket boats may be used at the discretion of commanding officers.

(1) Picket boats will be equipped with armed boat crews (no ammunition will be issued), radio, spotlight, and signal light and will circle parent ship at a range of 200 to 500 yards. They will be positively controlled by the parent ship. Parent ships inform Transport Unit Commander over the Task Force Reporting Net of all contacts and action taken.

(2) Picket boats use appropriate ship-to-boat net.

(3) Surface craft challenges and replies in accordance with Annex N.

c. Be prepared to illuminate sneak attack contacts using a 12" signal light.

d. Have lights equipped with reflectors to illuminate water adjacent to the ship's sides and anchor chain, if directed by CATF or Transport Unit Commander.

e. Post sentries in sufficient number to observe all areas adjacent

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COMPHIBGRU ONE 303-67

to the ship with a minimum of movement about the deck.

3. Exercise Conditions.

a. Swimmers will normally attempt withdrawal and recovery by UDT safety boat. Ships capturing sneak attack swimmers will flash "S" on yardarm blinker until UDT safety boat acknowledges with "UDT".

b. Boats will approach from outside the transport area before dropping swimmers. UDT boats will be employed as safety boats after launching swimmers.

c. Swimmers when detected will not be prevented from returning to the UDT safety boat.

d. A swimmer attack will be considered successful when the swimmer approaches to within ten feet of the ship's side and announces his attack by voice. Swimmers who are detected will terminate their attack and return to UDT safety boat.

e. The UDT safety boat will not be impeded nor interfered with at any time during the exercise.

4. Safety Measures.

a. Countermeasures will be restricted to indicating detection of any swimmer or craft approaching the ship by flashing a directional light or by voice challenge. In the event a ship must get underway, it will rotate a searchlight beam within five degrees of the zenith indicating that these safety precautions cannot be complied with.

b. Hand grenades or other anti-swimmer explosive devices will not be employed.

c. Ships will not turn over screws, test rudder, operate bow doors or stern gates, or heave around on anchor chain, or get underway to thwart swimmer attacks. Unscreened sea suction intakes of more than 12" in diameter will be secured during swimmer exercises. Ships which must utilize unscreened sea suction intakes greater than one foot in diameter will notify the CATF. CATF will keep UDT safety boat apprised of the situation.

d. Ships and patrol boats will not fire, project, throw, or drop articles at a spot where swimmers are known or suspected to be. Patrol boats will proceed with caution at speeds not to exceed 5 knots and will maintain a safety lookout in the bow to warn the coxswain against running

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down swimmers. Boats will not intentionally approach swimmers closer than fifty feet unless the swimmer raises his hand signifying he desires to be picked up. Boats will not drop grapnels, nets, or other such objects in the water and will not throw materials overboard while patrolling.

e. No lighted flares or smoke will be introduced into ships or patrol boats by swimmers.

f. The "buddy system" will be utilized in all swimmer operations for both safety and training.

g. Safety boats operating with underwater swimmers will fly the FOUR flag when operations are in progress and show running lights at night.

h. Safety boats and swimmers will ignite a red flare if a swimmer casualty has occurred and assistance is required.

i. Ship's commanding officers will ensure that all personnel concerned understand and comply with the provisions of COMPHIBPAC INST 03500.17B.

j. Swimmer distress signals include any of the following:

(1) Emergency.

(a) General. Boat(s) approaching swimmer(s) in an indicated emergency situation should be prepared to render immediate aid, usually directed toward establishment/maintenance of positive swimmer buoyance and recovery from the water. All SAR boats will carry a spare Kapok life jacket with 25-foot line attached to be utilized as a buoyant swimmer/assist/recovery aid.

(b) Emergency Signals.

1. Day - waving one or both arms overhead in a wig-wag manner, repeated whistle blowing, red flare, voice.

2. Night - flashing light, repeated whistle blowing, red flare, voice.

(2) Assistance.

(a) General. Boat(s) should stop a short distance away (10-20 feet) to establish the nature of assistance desired, or allow the

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Operation Order  
COMPHIBGRU ONE 303-67

swimmer to approach the boat for recovery.

(b) Assistance Signals.

1. Day - holding one arm overhead, voice.
2. Night - holding one arm overhead, steady light, voice.

(3) Recall.

In the event that an exercise is terminated, surfaced swimmers will be recalled/assisted/recovered by picket boats or the UDT safety boat. Recovery of submerged swimmers as noted below.


(a) Recall Signals.

1. All ships - by day - hoist FOUR flag; by night - direct flashing searchlight at zenith.

2. Submerged swimmers - Day/Night - firing of explosive device by UDT safety boat until all swimmers surface and realize that, since ships are flying FOUR flag or directing flashing searchlight at the zenith, the exercise is terminated. Assistance will be requested/rendered as indicated above.

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Zone Time: Tango (+7)

U. S. Pacific Fleet  
Commander Amphibious Task Force CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/JULY 67  
Msg Ref: LSLT-9

ANNEX K

ADMINISTRATION

1. General

a. This annex provides instructions governing administrative responsibilities and details for commanders and commanding officers for Exercise Golden Slipper.

2. Security

a. The following will be stressed:

(1) Security consciousness on the part of all personnel.

(2) Safeguarding, custody, stowage and disposition of classified materials.

b. All personnel on watch will maintain close surveillance over visitors coming on board, boats close aboard, and all materials being brought on board or taken from the ship. Personnel will be alert at all times for attempts at sabotage and for unidentified swimmers in the water.

3. Troop Information

a. Convey to troops pertinent matter contained in COMPHIBPACINST P5000.1G (Admin Manual) with particular attention directed to Chapter V (Embarked Troops and Equipment) therein. Ensure that embarked troops are advised of the prohibition against possession of alcoholic beverages on board.

b. Ships Store facilities will be made available to troops daily.

c. Laundry facilities will be available to embarked troops as practicable. Troops will provide assistance in operating the laundry.

d. Barber shop facilities will be made available to embarked troops daily in accordance with local arrangements between commanding officers of ships and commanding officers of embarked troops.

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4. Safety of Personnel

a. Include in instructions for embarked troops appropriate safety regulations for their protection, noting dangerous locations, such as ships lifelines, open hatches, gun mounts and overhead hazards. Also stress danger precautions and procedures during darken ship, particularly during debarkation. Post conspicuous warning signs as practicable to mark hazards.

b. Ships having LVT embarked conduct daily inspection of bilges for fire hazards.

c. LST will energize tank deck blowers prior to starting embarked vehicles.

5. Liberty and Leave

a. Liberty parties will not be sent ashore in the Landing Area. During this exercise, leave will be granted only in case of an emergency, subject to existing directives.

6. Trash, Garbage and Bilges

a. Flotsam will not be thrown overboard while in the rehearsal or landing area.

b. All possible trash and garbage will be disposed of by burning or through garbage grinders. While underway, any remaining trash/garbage may be dumped one hour after sunset, but not within 20 miles of the coastline.

c. Bilges will not be pumped within 50 miles of the Southern California coast.

7. U. S. Mail, Guard Mail, and Navy Motion Picture Exchanges

a. Commanders and Commanding Officers make appropriate arrangements for U. S. Mail service, consistent with current mail routing directives. Mail services will be scheduled not to interfere with operations. CATF will provide assistance, where practical, when requested to do so.

b. USS IWO JIMA will coordinate and make regular guard mail runs as required. Special arrangements for delivery of urgent or important guard mail is the responsibility of the originating command. In the landing area ships in company may make guard mail runs.

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c. Motion pictures will be drawn from NMPE prior to departure from port and may be exchanged on a not-to-interfere with operations basis.

8. Divine Services

a. Divine services will be held in all ships as feasible. The CATF flagship chaplain will coordinate divine services.

9. Boat Crews

a. Except in an emergency or when directed by the beach party team commanders, boat crews will not leave landing craft when beached.

10. Incursion on Silver Strand State Beach

a. The utmost precaution will be taken by all commands to prevent incursion on Silver Strand State Park by vehicles, landing craft and personnel of this Task Force during the rehearsal phase of this exercise, except in the case of a bona-fide emergency or when assistance is requested by State Park authorities. Emergency incursion will be reported to COMPHIBPAC by most expeditious means, info COMPHIBGRU ONE (COMPHIBPAC 082322Z MAR 67).

11. Critiques and Conferences

a. A pre-sail conference will be held as signalled by CATF.

b. A rehearsal critique will be held on 1 August 1967 as signalled by CATF.

c. An exercise critique will be held as signalled by CATF.

12. Post Exercise Reports

a. Commander Landing Force and all Task Unit Commanders listed in the basic OPORDER submit a post exercise message report of significant items to COMPHIBGRU ONE. This report will include information from elements under the Task Group and Task Unit Commanders' cognizance. Navy units will submit this message report to arrive not later than 1200, 7 August 1967. Marine unit reports will be submitted to arrive not later than 1600, 9 August 1967.

b. Commander Landing Force and all Task Unit Commanders listed in the basic OPORDER submit a post exercise letter report (10 copies), with detailed comments, to COMPHIBGRU ONE to arrive not later than 16 August 1967. (See COMPHIBPACINST 03100.1 series). This report will include comments from/on elements under the task group and task unit commanders' cognizance.

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.c. Comments, conclusions and/or recommendations are particularly desired on the exercise objectives and evaluation objectives set forth in FXP-5 (effective edition) regarding items worthy of inclusion in post exercise reports.

### 13. Situation Reports (SITREP)

~~Command~~ a. Annex K, Page K-4, first line, paragraph 13.a, change to read:  
~~SITREPS~~ "Situation reports will be submitted to CATF by CEF commencing upon  
~~two hot~~ completion embarkation and by. . ."

b. SITREP will be submitted to CTG 176.0, info CTG 179.0 by priority message in following format:

SITREP NUMBER( Indicate SITREP Number)

1. SITREP AS OF           (DTG)
2. TASK ORGANIZATION CHANGES:  
(indicate additions, deletions, or "No Change")
3. ACTIONS OF FORCES: SUMMARY OF EVENTS TRANSPIRING SINCE PREVIOUS SITREP. TO INCLUDE SIGNIFICANT ENEMY ACTIONS, BRIEF DESCRIPTION AND RESULTS OF OPERATIONS DURING PERIOD, CASUALTIES (PERIODICAL AND CUMULATIVE) FOR BOTH ENEMY AND FRIENDLY PERSONNEL AND EQUIPMENT AND REPORTS OF JAMMING. THIS REPORT SHOULD ALSO INCLUDE ANY CHANGE IN STATUS OF PERSONNEL OR EQUIPMENT, PARTICULARLY EQUIPMENT WHICH IS INOPERATIVE AND MAY HAVE SIGNIFICANT BEARING ON THE OPERATION.
4. INTENTIONS.
5. ACTION REQUIRED BY HIGHER AUTHORITY.

NOTE: All actual casualties, both personnel and equipment, will be so indicated.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
CTF 176 Commander Amphibious Task Force  
and Commander Amphibious Group ONE

### APPENDIX I - Reports Summary

Authenticated:  
*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: LALT-9

Appendix I to Annex K  
Summary of Required Reports

Report No.	Name of Report	Reference	Due	Originator	Action Addree(s)	Info Addree(s)
1-B	Chief Observer's Report	Annex B		Chief Observer	COMPHIBGRU ONE	None
1-C	Synoptic Weather Observation	Annex C, Appendix XII, Para 2.a.(1)	00/06/12/1800Z except every 3 hours if winds exceed 47 kts.	USS IWO JIMA (LPH 2) for all ships of this TG	FWC Alameda	PWF SDiego
2-C	Hourly Weather Observation	Annex C, Appendix XII, para 2.a.(1)	Hourly commencing 0400T and continuing through 2300T daily	USS IWO JIMA (LPH 2) for all ships of this TG	PWF SDiego	
3-C	Aviation Observation	Annex C, Appendix XII, TAB A	Hourly during flight operations	CTG 176.0	TACC/DASC	
4-C	Upper Air Observation	Annex C, Appendix XII, para 2.a.(2)	0000/1200Z daily	USS IWO JIMA (LPH 2)	FWC Alameda CTG 176.0	
5-C	Weather Forecast for the Operating Area	Annex C, Appendix XII, TAB A	0800/2000T daily	CTG 176.0	TG 176.0 TG 179.0	

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
6-C	Weather Warnings small craft/gale/ storm	Annex C Appendix XII, para 3.a.	As Appropriate	FWC Alameda	All ships copying broadcast	
7-C	SUROB	Annex C Appendix XII, para 2.b.(2)	TG Broadcast Retransmission	CTG 176.0	COMPHIBRON 3 FWF SDiego	CTG 179.0 TG 176.0
8-C	SUROB	Annex C Appendix XII, TAB C (LIMDIS)	Annex C Appendix XII, TAB C (LIMDIS)			
9-C	BATHY	Annex C Appendix XII, para 2.b.(1)	00/06/12/1800Z daily	BATHY Guardship	FWC Alameda CTG 176.0	CANMARPAAC
10-C	RADFO Part I Fallout Fore- cast Part 2 Fallout wind Vectors	Annex C Appendix XII, para 3.c.	0000/1200Z daily	FWF SDiego	All ships copy- ing broadcast	
11-C	SURFCST	Annex C Appendix XII, para 3.d.	VT 0800/2000T daily	CTG 176.0	TG 176.0 TG 179.0	
12-C	Ballistic Winds	Annex C Appendix XII, para 3.e.	Upon Request	CT 176.0	As requested	
13-C	Counterintelligence Report (CI RPT)	Annex C Part III Para 8.b.	As Occurring	Any Unit	CTG 176.0	
14-C	CATF INTSUM (Joint Summary with Landing Force	Annex C Part III Para 8.g.	As Required	CTG 176.0	TG 176.0	TG 179.0

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
15-C	LST Beaching Report	Annex C Part III Para 8.f.	Five (5) days after FINEX	LST's	COMPHIBGRU ONE	COMPHIBPAC
16-C	Unidentified Submarine Contact Report	Annex C Part III Para 8.a.	15 minutes after initial contact	Contact Area Commander (CAC)	CTG 176.0	TG 176.0
17-C	Post Exercise Intelligence Report	Annex C Part III Para 8.i.	As part of Post Exercise Report	All Unit Commanders	COMPHIBGRU ONE	
1-D	Position Report	Annex D	0800, 1200, 2000 when underway	Each Ship	OTC	CTG 176.0
1-F	SUROBS	Annex F Para 3.b.(3), (4) & (6)	D-2 2200T D-1 1600T, 2000T D-Day 0001T and hourly until H-30	CTE 176.0.1.1	CTF 176.0	
2-F	Beach Reconnaissance	Annex F Para 3.b.(1), (2) & (5)	D-2 0200T(GREEN) D-2 0700T(RED/WHITE) D-Day 0530T	CTE 176.0.1.1	CTG 176.0	CTG 179.0 USS SHELTON
3-F	Inland Reconnaissance	Annex F Para 3.c.(4) & (5)	D-1 2300T D-Day 0500T	USS SHELTON send for CTE 176.0.1.2	CTG 176.0	CTG 179.0
4-F	Beach Report and Chart (letter)	Annex F Para 5.d.	10 August 1967	CO UDT 12	COMPHIBGRU ONE	

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
<del>5-F</del>	<del>Master Reference Buoy (MRB) Positions</del>	<del>Annex F Para 3.a.(3)</del>	<del>When Planted and/or if Position Changes</del>	<del>CTU 176.0.1</del>	<del>TG 176.0</del>	<del>CTG 176.0</del>
	<i>Delete</i>					
6-F	Kelp Report	Annex F Para 3.a.(4)	D-1 1600T	CTU 176.0.1	CTG 176.0	CTU 176.0.4
1-H	Aircraft Availability Report	Annex H Page H-X-1	1400 D-1 and daily thereafter	Supporting Aircraft Squadrons	CTE 176.0.0.2 (TACC)	As Required
2-H	Daily Summary of Air Operations Report	Annex H Page H-X-1	1900 Daily commencing D-2	DASC and all supporting Units	CTE 176.0.0.2 (TACC)	
3-H	TACRON Daily Summary	Annex H Page H-X-1	Daily prior to 2100	TAC	CATF	
4-H	SAR Omcode mt Form	Annex H Page H-VII-4	When Required	SAR on-scene Commander	CATF	
5-H	SAR Alerting Message	Annex H Page H-VII-5	When Required	Alerting Unit	CATF/OTC	COM11th CGD
6-H	SAR Amplifying Message	Annex H Page H-VII-5	When Required	Alerting Unit	CATF/OTC	COM11th CGD
7-H	SAR Sighting Report	Annex H Page H-VII-5	When Required	Sighting Unit	CATF/OTC	COM11th CGD

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
8-H	SAR Report of Survivors	Annex H Page H-VII-5	When Required	Rescuing Unit	CATF/OTC	COM11th CGD
9-H	Daily Summary of SAR Operations	Annex H Page H-VII-5	When Required	On-Scene Commander	CATF/OTC	COM11th CGD
1-I	Landing Craft Unable to Make Assault	Annex I	As Occurring	Ship/Unit Concerned	CTU 176.0.4	CATF
2-I	Readiness to meet H-Hour	Annex I	H-60 min F-40 min	PCS	CTU 176.0.4	CATF
3-I	Set and drift at LOD	Annex I, App II-2	H-90 min R-90 min	PCS	CTU 176.0.4	CATF
4-I	Any Unit Unable to Meet H-Hour	Annex I	As Occurring	Unit Concerned	CTU 176.0.4	CATF
5-I	Sked Wave Reports	Annex I App II-2	As Occurring	PCS	CTU 176.0.4	
6-I	When All Scheduled Waves Have Landed GREEN BEACH	Annex I App II, Page 2	As Occurring	PCS	CTU 176.0.4	CATF
7-I	When All Scheduled Waves Have Landed READ BEACH	Annex I App II, Page 2	As Occurring	PCS	CTU 176.0.4	CATF

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Report No.	Name of Report	Reference	Due	Originator	Action	Addee(s)	Info Addee(s)
8-I	Inoperative Landing Craft/Vehicles	Annex I	As Occurring	Ship/Unit Concerned	CTU 176.0.4		CATF
9-I	Helicopter-borne Ship-to-Shore Program	Annex I, App X, Pages 3 & 4	Touchdown Wave ONE	HDC	CTU 176.0.4 TACC		CATF CTE 176.0.4.3
10-I	Helo-borne Ship-to-Shore Program	Annex I, App X, Page 4	Every 4 hours after Wave 1 Touchdown	HDC	CTU 176.0.4 TACC		CATF CTE 176.0.4.3
11-I	Completion Helo-borne Lift	Annex I, App X, Page 4	As Occurring	HDC	CTU 176.0.4 TACC		CATF CTE 176.0.4.3
12-I	Causeway Assembly Program	Annex I	As Occurring	CTE 176.0.4.4	PCS		CTU 176.0.4
13-I	Causeway Readiness	Annex I	One hour prior Causeway Ready	CTE 176.0.4.4	PCS		CTU 176.0.4 CATF
14-I	Causeway Readiness	Annex I	Causeway Ready for LST	CTE 176.0.4.4	PCS		CTU 176.0.4 CATF
15-I	Recommend General Unloading	Annex I	As Occurring	LFC	CATF		
16-I	Causeway Backloading Program	Annex I	As Occurring	CTE 176.0.4.4	PCS		CTU 176.0.4
17-I	Causeway Backload Completed and LST RFS	Annex I	As Occurring	CTE 176.0.4.4	PCS		CTU 176.0.4 CATF

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Report No	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
18-I	Bulk Fuel System Readiness	Annex I	One Hour Prior Installation Complete	CTE 176.0.4.7	CTU 176.0.4	PCS, CATF CTE 176.0.4.5
19-I	Bulk Fuel System Backload Program	Annex I	As Occurring	CTE 176.0.4.7	CTU 176.0.4	PCS, CATF
20-I	PORTSER	Annex I	As Occurring (during unloading)	CTU 176.0.4	CATF	
21-I	CONSER	Annex I	As Occurring (during unloading)	CTU 176.0.4	CATF	
22-I	BEACHER	Annex I	Hourly (during unloading)	CTU 176.0.4	CATF	
23-I	SERSTAT	Annex I	When requested (during unloading)	CTU 176.0.4	CATF	
24-I	LST OPS	Annex I	As Occurring	CO, LST Concerned	CTU 176.0.1 CTE 176.0.4.4	CTU 176.0.4 CATF
25-I	Life Jacket Availability	Annex I	1300T R-Day	All Ships	CTU 176.0.4	
26-I	Life Jacket Status	Annex I	Prior to leaving Transport Area	All Ships	CTU 176.0.4	
27-I	Consolidated Life Jacket	Annex I	Post Exercise (Earliest)	CTU 176.0.4	CATF	

28-I Page K-I-7, add new line-report number 28-I; Name of Report "Unloading Progress Report"; Reference, "Annex I, page I-VI-3"; Due, every four hours; Originator, CTU 176.0.4; Action Adde, CATF; Info Adde, None.

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
1-J	Aggressor Contact Report	Annex J, Para 3.X.(1) & (4)	As Occurring	Unit Concerned	CTU 176.0.4	CTG 176.0
2-J	Unscreened Sea Suction Intakes	Annex J, App III Para 4.c	Situation	Ship Concerned	CTG 176.0	CTU 176.0.4
3-J	Arrival at Assigned Retirement Area	Annex J, App I, Para 3.b.(2)	Situation	OTC Retirement Component	CTG 176.0	
4-J	Heavy Weather Preparations	Annex J, App II Para 3.b	Situation	Ship Concerned	CTG 176.0	
5-J	Sneak Attack	Annex J, App III Para 2.b.(2)	Situation	Picket Boat Parent Ship	CTU 176.0.4	CTG 176.0
	(For Sneak Attack Summary, see Annex T, Para 4.a.(2))					
1-K	Emergency Incursion on Silver Strand Park	Annex K	As Occurring by most Expeditious Means	Unit Involved	COMPHIBPAC	COMPHIBGRU ONE
2-K	Post Exercise Msg Report	Annex K, Para 12	Navy Units - NLT 1200, 7 August Marine Units - NLT 1600, 9 August	CLF & All TU Commanders listed in Basic OPORD	COMPHIBGRU ONE	
3-K	Post Exercise ltr Report	Annex K, Para 12	NLT 16 August (10 copies)	CLF & All TU Commanders after activation.	CTG 176.0	CTG 179.0

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
4-K	SITREPS	Annex K	2 hours after cut-off times of 0400, 1000, 1600 of 2200T	CLF & All TU Commanders after activation	CTG 176.0	CTG 179.0
5 - K	Policy of Silver Strand Beaches	Annex K	NLT than 1600, 2 August	Beach Party Commander	CTG 176.0	
1 - L	Life Jacket, Cargo Net & Cargo Sling Recovery (3)	Annex L, Para. 1.d.	Exercise Completion	CTU 176.0.4	CTG 176.0	
2-L	Material Casualty	Art 511, NWIP 10-1(A)	When Required	All Vessels	CTG 176.0	Unit Commander
3-L	Fuel	Art 614, NWIP 10-1(A)	Daily	All Vessels	CTG 176.0	
1-M	Correction to Medical Officer Roster	Annex M, Para 3.x. (7)	When Required	All Units	CTG 176.0	IWO JIMA & WHETSTONE
2-M	Medical Officers of Landing Force	Annex M, Para 3.x. (7)(a)	Prior to Embarkation	LF Surgeon	CTG 176.0	
3-M	Post Exercise Casualty Recap.	Annex M, Para 3.x. (7)(b)	Exercise Completion	CECO	CO, IWO JIMA	

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
4-M	Medical Casualty Disposition	Annex M, Para 3.x. (7)(c)	16 August 1967	Casualty Handling Units	COMPHIBGRU ONE	
5-M	Actual Casualty	Appendix I, Annex M Para 1.c.(3)	When Required	All Units	CTG 176.0	CTG 179.0 OP Command
6-M	Exercise MEDCAS	Appendix I, Annex M Para 1.d.(5)	0800, D+1	Casualty Handling Vessels	CTG 176.0	CTG 179.0
1-N	Inability to Comply with Comm. Plan	Annex N Art 610	Upon Receipt of Comm. Plan	Any Ship or Unit	CTG 176.0	Immediate Superior
2-N	Communication Equipment Outage	Annex N Art 610	When Occurring	Any Ship or Unit	CTG 176.0	Immediate Superior
3-N	Vital Information	Annex N Art 240	When Occurring	Any Ship or Unit	CTG 176.0	Immediate Superior
4-N	Interference Jamming or Deception	Annex N Art 360	When Occurring	Any Ship or Unit	CTG 176.0	Immediate Superior
5-N	Guardship Arrangements	Annex N Appendix III	By 20 July 1967 and as required thereafter	TFB Subscribers	CTG 176.0	

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
6-N	Radio Guard for Embarked Units	Annex N Art 623	Upon Embarkation/ Debarkation of Units	Any Ship or Unit	CTG 176.0	
7-N	Task Force Broadcast Reliability	<sup>Task Force 11</sup> Annex N Appendix III	Every 12 Hours 0100Z and 1300Z	TFB Subscribers	CTG 176.0	
8-N	COMSEC	Annex N Art 548	When Occurring	CTG 176.0	Violating Unit	Immediate Superior
1-T	Critique of _____ (Specify training event no.)	Annex T, Para 4.a.(1) and 4.b	As scheduled in Annex T, Appendix I	OCE	Participating Ships	CTG 176.0
2-T	Recommendations for Remedial/Corrective Action	Annex T Para 5.a.	Situation	OCE/CTU	Participating Ships	CTG 176.0
3-T	Sneak Attack Summary	Annex T, Para 4.a.(2)	D+2, 1200T	Ship Concerned	CTG 176.0	CTU 176.0.4
1-U	Loading Report	Annex U	Every 2 hours after commencement of loading	CTU 176.0.2.1 176.0.2.2 176.0.2.3	CTU 176.0.2	

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Report No.	Name of Report	Reference	Due	Originator	Action Addee(s)	Info Addee(s)
2-U	<del>Unloading</del> Unloading Status Report	Annex U	Every 2 Hours after commencement of unloading	Each Ship	CTU 176.0.2	
1-V	Public Information Data Sheet	Annex V Appendix I	20 July 1967	Participating Units	CIB (CTE 176.0.0.6)	
2-V	Adverse Incident Report	Annex V Appendix II	As Occurring	Unit Involved	CTG 176.0	CTE 176.0.0.6

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

*G. J. De Marra*  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9

Annex LLOGISTICS

Ref: (a) NWIP 10-1(A)

Zone Time: Tango (+7)

1. LOGISTICSa. FUEL REPLENISHMENT

(1) Amphibious ships will fuel prior to the exercise. LST will fuel as required to gain the optimum operating conditions for beaching.

(2) Fuel for destroyer types will not be permitted to fall below 50%.

(3) APA and LSD be prepared to fuel destroyer types on four-hour notice.

(4) LSD and LST be prepared to fuel LCU as required. Boats on detached duty shall be fueled by ship to which temporarily attached.

(5) ESTES will provide AVGAS (115/145 OCTANE).

b. EMERGENCY REQUIREMENTS

(1) Emergency requirements for technical assistance, equipment, provisions, medical supplies or ammunition while underway or in the objective area will be requested from other ships in company. Ships will report availability to originator of request and CTG 176.0. Negative reports are not required. CTG 176.0 will coordinate the transfer.

c. REPAIR AND SALVAGE

(1) All ships be prepared to tow and be towed. During the movement and assault phases, address requests for repair or salvage to own unit or group commander who will request, if required, additional assistance from CTG 176.0.

(2) Primary Control Ships will direct boats requiring emergency repairs to report to boat havens for assistance. Emergency repairs will be effected by a boat haven or parent ship (if available). Boats requiring extensive repairs will be returned to the parent ship. Any ship present will render aid to boats requiring immediate assistance.

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 COMPHIBGRU ONE 303-67

d. LIFE JACKETS, CARGO NET AND CARGO SLING RECOVERY

(1) The loss of life jackets, cargo nets and slings must be kept to an absolute minimum. Responsible officers must ensure the safeguarding and proper use of this equipment in accordance with the Life Jacket Recovery Plan in Annex I.

(2) CTU 176.0.4 is responsible for the implementation of life jacket, cargo net, and cargo sling recovery.

(3) CTU 176.0.4 will submit to CTG 176.0 on exercise completion, a life jacket, cargo net and sling report listing numbers lost by each ship during the exercise.

e. SPECIAL INSTRUCTIONS

(1) All ships be prepared to supply potable water to the Landing Force during operations ashore.

(2) All boats in the transport area will carry rations to sustain the crews for 36 hours. Ships with boats working alongside will provide hot meals to crews as required.

(3) Ships' supplies will be loaded aboard prior to 26 July 1967. This will not be accomplished during embarkation.

f. REPORTS

(1) General

(a) Report material casualties in accordance with Article 511, NWIP 10-1(A). For other inoperative equipment temporarily affecting operational capability, report by unclassified message to CTG 176.0, information unit commander, as follows (EFTO procedures will be used):

ALFA	Type of report (Reduced Performance, Casualty, or Intended Maintenance; specific equipment affected).
BRAVO	Time of casualty or time equipment intended to be taken down for routine maintenance. Maintenance will be on UNODIR basis.
CHARLIE	Assistance or parts required from other units (if appropriate, including other units in group as info addres).

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DELTA	Cause of Casualty, or nature of maintenance.
ECHO	Ability to continue mission.
FOXTROT	Estimated time for restoration of equipment function.

(b) Report fuel in accordance with Article 614, NWIP 10-1(A).

(c) Individual ships will submit own LOGREPS prior to returning to port.

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G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9

Annex MMEDICAL

Ref: (a) BUMEDINST 6700.14D  
(b) JAGINST P5800.7

Zone Time: Tango (+7)

Task Organization (See Annex A for Task Organization)

1. This plan provides for the establishment and operation of medical and sanitation facilities within the Amphibious Task Force.

a. Enemy Forces

(1) Epidemiology and Sanitation Hazards (See Appendix M-III)

b. Friendly Forces

(1) Air evacuation of casualties (See Appendix M-1)

(2) Naval Hospital, Camp Pendleton, California will be used for the hospitalization of actual casualties during the amphibious assault and Naval Hospital, San Diego, California for the rehearsal.

c. Assumptions

(1) Casualty estimate (constructive)

(a) Total casualties for entire operation: 346

1. Distribution by percentage:

a. Amphibious phase - 60

b. Counterinsurgency phase - 20

c. Disease and non-combat injuries - 20

2. Distribution by day:

a. D-Day - 203

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b. D+1 - 72

c. D+2 - 71

2. This force will execute the medical and sanitation measures hereafter prescribed in order to:

- a. Maintain combat-effective personnel at the maximum number.
- b. Provide optimum treatment for casualties.

3. a. Commander Landing Force (CTG 179.0)

(1) Provide equitable distribution within the Amphibious Task Force of embarked medical personnel.

(2) While embarked, augment naval facilities as necessary to ensure adequate medical services for all personnel.

(3) Provide for the initial treatment and evacuation of simulated casualties ashore, to include embarkation in assigned casualty evacuation craft.

b. Commander LPH Transport Element 176.0.4.2

(1) Embark one casualty evacuation team (one medical officer and ten hospital corpsmen; (constructive) and one surgical team (three medical officers and ten hospital corpsmen; (constructive) in IWO JIMA (Primary Casualty Receiving Ship).

x. Coordinating Instructions(1) Casualty Evacuation Control Officer (CECO)

(a) The medical officer in IWO JIMA is designated CECO and will assume control of casualty evacuation seaward as necessary and of medical treatment of evacuees.

(2) Casualty Receiving Ship (CRS)

(a) IWO JIMA and WHETSTONE are designated PRIMARY CRS and SECONDARY CRS respectively.

(b) Initial evacuation seaward will be to IWO JIMA by helicopter.

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(c) In the event surface transportation must be used, simulated casualties will be directed to WHETSTONE.

(3) Casualty Evacuation Ship (CES)

(a) CAVALIER is designated CES for the Task Force and is responsible for mass transportation of casualties to hospital facilities outside the AOA as designated.

(4) Medical officers be prepared to draw, crossmatch and infuse blood. The "Walking Blood Bank" is the primary source of actual blood. A list of crew members with type "O" blood and Rh factor shall be maintained at each battle dressing station in accordance with COMPHIBPAC OPORDER 201-66.

(5) Training. All personnel will be given intensive first aid and self-aid instruction. Boat crews will be given advance first aid and casualty handling instructions.

(6) Immunization. Routine for objective area as prescribed by the Manual of the Medical Department, BUMED and TYCOM instructions of 6230 series.

(7) Medical Reports. If a correction to Appendix II, Annex M is necessary, ships and units of the Amphibious Task Force will report, upon joining the Force, to CTG 176.0 (info WHETSTONE and IWO JIMA) the attached medical officer's name, rank, specialty and ship in which embarked.

(a) The Landing Force Surgeon will report by mail to CTG 176.0 prior to embarkation, listing the name, rank, specialty and ship in which medical officers of the Landing Force are to be embarked.

(b) Upon completion of the exercise, CECO will submit a post exercise report to the Commanding Officer, IWO JIMA, for inclusion in that ship's post exercise report. The report will include a recapitulation of casualties processed.

(c) All echelons in the chain of casualty evacuation who direct or effect final disposition of simulated casualties will ensure that each casualty's medical tag, together with a recapitulation of casualties processed, listing name, rank/rate, diagnosis, disposition, and time of receipt and disposition is received by COMPHIBGRU ONE not later than 16 August 1967.

4. Medical Logistics (constructive)

a. Ships and units will maintain levels of medical supplies as prescribed by IOL and BUMEDINST 6700.14 series, and use every opportunity to replenish expended items.

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Operation Order  
 COMPHIBGRU ONE 303-67

b. Anti-rabies serum and polyvalent antivenin will be available in each CRS.

c. Two hundred units of whole blood will be embarked at POE by each CRS and CES.

d. Burial of the dead: (constructive)

(1) Burial at sea may be required or directed for deaths occurring enroute to objective area, but will be avoided where remains can be retained and transferred for burial ashore without interference to the operation.

(2) Commander Landing Force will establish collecting points and graves registration service in the Amphibious Objective Area. While in the objective area, simulated casualty remains will be transferred to designated collection points for burial.

e. Load PRIMARY CRS (IWO JIMA) with augmentation medical supplies and equipment at POE as follows: (constructive)

Surgical Team Supply Block	1
Surgical Team Resupply Block	1
X-Ray, Portable, 15MA	1
X-Ray Film, Polaroid	300
Cots, Folding	125
Blankets, Wool	125
Litters, Pole, Semi-rigid	40

(1) Supply blocks, resupply blocks and X-Ray film will be stowed in ship's spaces available to medical personnel while enroute to the objective area. All other augmentation medical supplies and equipment will be stowed in troop cargo spaces in accordance with Annex U.

f. Medical and ambulance boats will be provided in accordance with Annex I.

(1) Medical boats will be manned and equipped to include first aid pack, HOTEL and MIKE flags, drinking water, voice radio, life jackets, blankets, four pole litters and two Stokes stretchers.

(2) Ambulance boats will be manned and equipped with normal boat crews, ten pole litters, ten blankets, first aid pack, HOTEL and MIKE flags, drinking water and life jackets.

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g. Medical facilities will be provided for casualties as follows:  
(constructive)


<u>SHIP</u>	<u>STRETCHER</u>	<u>AMBULATORY</u>	<u>TOTAL</u>
LST	100	100	200
LSD	125		125
APA	100	200	300
LPH	200	300	500

(1) Provide dental service in APA with casualty capacity of 50.

5. Communications - as in Annex N.

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Appendices:

- I Casualty Handling Procedures
- II Medical Officers and Specialties
- III Epidemiology and Sanitation Hazards

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9

APPENDIX I TO ANNEX M

CASUALTY HANDLING PROCEDURES

1. SPECIFIC RESPONSIBILITIES

a. Beachmaster. Upon notification by the Shore Party that an actual casualty is ready for evacuation, the Beachmaster will call in SAR helo. Refer to Annex N for circuit.

b. Casualty Evacuation Control Officer (CECO). CECO is responsible for the sorting, routing and equitable distribution of simulated casualties evacuated seaward.

(1) Make reports in accordance with paragraph 3.x. (coordinating instructions) of this annex.

(2) Maintain a casualty evacuation log which will include the name, rank/rate, file/service number, organization, diagnosis, prognosis and disposition.

(3) Advise CTG 176.0 of any unusual or extreme conditions developing in the chain of casualty evacuation.

(4) CECO will make SITREPS as required during the day, using the EXERCISE MEDCAS format on page M-I-3. The statistics reported in the SITREPS should report total casualties received during the day.

c. Actual Casualties

(1) Definition. Personnel whose services are lost for a period in excess of 24 hours or who sustain an injury which would require a report in accordance with the Manual of the Judge Advocate General (JAGINST P5800.7).

(2) The primary method of evacuation for actual casualties will be by helicopter directly from the unit concerned to the hospital, if possible.

(3) Actual personnel casualties will be reported immediately by priority message to CTG 176.0 in the following format:

From: Command concerned  
To: CTG 176.0  
Info: CTG 179.0 (if troop casualty)  
Operational Commander

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Operation Order  
COMPHIBGRU ONE 303-67

UNCLAS  
EXERCISE GOLDEN SLIPPER  
ACTMEDCAS

- A. (Name, rank/rate, file/ser. no., organization)
- B. (Diagnosis. If injury, give cause)
- C. (Condition)
- D. (Prognosis)
- E. (Advise if assistance required and if evacuation effected or patient retained aboard)
- F. (If follow up report, so state)

(4) Ships will submit follow up reports immediately to CTG 176.0 on changes in condition of actual casualties retained aboard, using the above prescribed format.

(5) In the event of death, serious or critical illness or injury, Naval and Marine Corps commands comply with current BUPERS, BUMED and USMC directives as applicable.

d. Simulated Casualties

(1) The primary method of evacuation for simulated casualties will be by helicopter, with boats as secondary method. Primary CRS will be ready for receiving MEDEVAC helos prior H-Hour.

(2) Seaward evacuation of **simulated** casualties will cease at 1500T on D-Day. Simulated casualties **will be processed** as realistically as possible. Upon receipt of casualties, Landing Force litters from previous casualties will be exchanged with helo for return to the transferring activity.

(3) All simulated casualties will be returned to Shore Party upon completion of processing, and in any event prior to 1600 on D-Day.

(4) Individual equipment will remain with simulated casualties at **▲** times. Messing of simulated casualties will be accomplished by the **ship** having the casualty aboard at meal hour.

(5) Total simulated exercise casualties evacuated to ships will be reported in the following format to CTG 176.0 by 0800T on D+1. Casualty statistics will be those occurring during the report period 0001T to 2400T on D-Day and will include casualties received on board from whatever source.

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Operation Order

COMPHIBGRU ONE 303-67

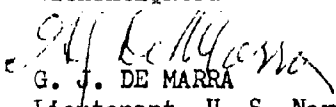
From: CRS  
To: CTG 176.0  
Info: CTG 179.0

UNCLAS  
EXERCISE GOLDEN SLIPPER  
EXERCISE MEDCAS

ALFA (NUMBER STRETCHER CASES-NAVY TASK FORCE/LF/POW/OTHER)  
BRAVO (NUMBER AMBULATORY CASES-NAVY TASK FORCE/LF/POW/OTHER)  
CHARLIE (NUMBER DEAD-NAVY TASK FORCE/LF/POW/OTHER)  
DELTA (REMARKS)

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Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

APPENDIX II TO ANNEX MMEDICAL OFFICERS AND SPECIALTIES

IWO JIMA

-

LT W. F. WOODWORTH, MC, G.P.

ESTES

-

~~"LT R. A. G. Ry Boski, MC, G.P."~~~~LT F. SCHROEDER, MC, G.P.~~

CAVALIER

-

LT W. DUNOVANT, MC, G.P.

OKANOGAN

-

LT T. B. BURKHARDT, MC, G.P.

~~COMLANSHIPRON ONE~~*Delete*~~LT J. W. BENNHOF, MC, G.P., Located in~~~~WEXFORD COUNTY~~

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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z/July 67  
Msg Ref: LSLT-9


APPENDIX III TO ANNEX M

EPIDEMIOLOGY AND SANITATION HAZARDS (CONSTRUCTIVE)

1. The geographical area involved presents many health hazards, both epidemic and endemic, which must be considered in order to suppress and prevent the incidence of large numbers of non-battle casualties.
2. The environment of the objective area indicates the strong possibility of adverse effects of heat to personnel, which must be provided for and anticipated. (ACTUAL)
3. Animal and insect life native to the area present definite health hazards and would be the principal non-battle casualty producing agents. These include:
  - a. SNAKES: Rattlesnake - In abundance.
  - b. INSECTS: Mosquitos - Nine varieties are present and are recognized as vectors for malaria and dengue, which are epidemic in the area.
  - Mites and Fleas - Vectors for typhus, relapsing fever and bubonic plague are endemic to the area.
  - Sand Flies - Present, but no reported incidence of sand fly fever for the past two years.
  - Common Housefly - Present in abundance; principal hazards presented are the enteric diseases.
4. Sanitation procedures employed by the local populace are poor and provide excellent vector breeding areas. Disease attributed to poor sanitation practices include cholera, typhoid, para-typhoid and smallpox.
5. Venereal diseases are highly prevalent, with gonorrhea and syphilis presenting the major problems.

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 67  
MSG REF: LSLT-9

Operation Order  
COMPHIBGRU ONE 303-67

ANNEX NCOMMUNICATIONS

Ref: (a) COMFIRSTFLT OPORD 201-(YR)  
(b) COMPHIBPAC OPORD 201-(YR)

Time Zone: Tango (+7)

1. General (100)

a. Communications will be in accordance with NWP-16(B), appropriate Joint, Allied and Navy Department publications and above listed references (effective editions). NWP-16(B) is effective unless modified or amplified by this Annex. For ease of reference, paragraph titles used in this Annex conform with those used in NWP-16(B) with the parenthetical numbers corresponding to the numbering of related information in NWP-16(B).

b. Communications support to be provided by higher and other commands.

(1) Commander First Fleet provides required radio frequencies cleared for use enroute to the AOA.

(2) Commandant Eleventh Naval District provides required radio frequencies cleared for use within the objective area.

(3) NAVCOMMSTA San Diego (CALS)

(a) Coordinates the assignment of communication channels for CATF ship-to-shore communications.

(b) Provides such other communication support as required by CATF.

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Operation Order  
 COMPHIBGRU ONE 303-67

2. Concept (111)

a. Communications have been developed to support the three sequential phases of the exercise.

- (1) Loading/Amphibious Reconnaissance.
- (2) Movement to the Objective.
- (3) Assault

b. In general frequencies will be the same throughout all three phases. However, circuit designators will vary in order to maintain the necessary relationships with the Task Organization.

3. Communication Casualties (220)

a. Amphibious Task Force. In event of a communication casualty to the flagship in which the CATF is embarked, the below listed procedures will be followed:

- (1) COMPHIBRON THREE will:

- (a) Inform all units of the Task Force that he has assumed the communication responsibilities of CATF.

- (b) Inform CALS, San Diego and assume CATF guard on NAVCOMOPNET.

- (c) Commence copying Fleet Multi-Channel Broadcast

- (d) Assume net control of the following Task Force Circuits:

- N-1 CTG 176.0 CMD A

- N-3 CTG 176.0 CMD C

- H-4 Tactical Air Request

- H-5 Tactical Air Traffic Control

- H-6 Air Control #1

- G-1 Naval Gunfire Control

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COMPHIBGRU ONE 303-67

(e) Commence or designate subordinate Unit(s) to guard/listen on the following circuits:

N-18 INT'L Calling and Distress

N-19 INT'L Lifeboat

N-20 VHF Emergency

N-21 UHF Emergency

N-22 SAR O/S

A3NE Amphibious Pacific Fleet Unit Commanders Conference

(f) COMPHIBRON THREE will use his own call sign/voice call/routing indicator when assuming communication responsibilities of a CTU.

b. Movement/Transport Unit. In event of a communication casualty to the flagship in which Commander Movement/Transport Unit is embarked, CATF will:

(1) Inform all units of the affected Task Unit that he has assumed the communications responsibilities of the concerned Task Unit.

(2) Assume control of all Task Unit circuits.

(3) CATF intends to use his own call sign/voice call/routing when assuming communication responsibilities of a CTU.

4. Reporting Vital Information (240)

The timely reporting of vital information (both negative and positive), can not be over emphasized. The following are examples of the types of information that must be reported to the commander by the most expeditious means.

- a. Enemy Contact Reports
- b. Enemy Disposition Reports
- c. Intelligence Reports
- d. Damage Reports
- e. Search and Rescue (SAR) and other survival information.
- f. Movements not in accordance with CATF plans.

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Operation Order

COMPHIBGRU ONE 303-67

5. Movement Report (250)

NWP 10-1(A) and Annex D to this order.

6. Cryptographic Security. (302)

Appendix II to this Annex.

7. Transmission Security. (303)

At sea classified information will be passed by one of the following means:

- a. Covered Teletype Circuits
- b. Visual
- c. Helicopter/Boat Messenger

8. Authentication (305)

a. KAA-60 will be used for all authentication within the Amphibious Task Force and between the Amphibious Task Force and the Landing Force.

b. KAA-60 will be used for authentication within the Landing Force.

9. Electromagnetic Radiation (324)

- a. Electromagnetic Radiation Control as set forth in Annex C.
- b. Radio silence to be lifted on order.

10. Recognition and Identification (340)

a. The effective editions of ACP/AMSP 150, 155, 156, 158 and 160 contain instructions for recognition and identification for air, land and surface forces.

b. Small Boat Challenge and Reply

Appendix VII this Annex.

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Operation Order

COMPHIBGRU ONE 303-67

11. Interference and Jamming (360)

a. Reports of interference and jamming will be made in accordance with Annex O.

b. Units will make every effort to acquire recordings of each instance of suspected interference or jamming. Such recording will be delivered to the Task Force Communication Officer by the most expeditious means.

12. Exercise Traffic (403)a. Identification of Exercise Traffic

(1) Plain Language Messages. The originator will include the words "UNCLASS Exercise Golden Slipper" or "UNCLASS MFTO Exercise Golden Slipper" as the first words of the text.

(2) Off-line Encrypted Messages. The words, "Exercise Golden Slipper", will be transmitted in the clear preceding the cryptosystem indicator.

(3) On-Line Encrypted Messages. The exercise identification, "Exercise Golden Slipper", will be placed at the beginning of the text.

b. Discontinuance of Exercise Conditions. The phase, "Emergency Stop Exercise", transmitted by any available means, means that exercise conditions will be terminated immediately. This message must be sent to CATF via covered circuits, or if sent in the clear must be authenticated. The originator of the "Emergency" message will provide CATF amplifying details as they become available. All stations will maintain established exercise communication channels until directed to change by CATF.

c. Resumption of Exercise Conditions. The message directing the resumption of exercise conditions will be originated by the CATF. The message directing the resumption of exercise conditions will be transmitted via covered circuits, or if sent in the clear, will be authenticated.

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Operation Order

COMPHIBGRU ONE 303-67

13. Call Signs (410)

a. Voice and CW call signs in accordance with effective JANAP and ACP publications. To enhance the security of this exercise, unique voice call signs are assigned to participating ships and naval units.

b. Task Organization voice call signs JANAP ~~117~~<sup>119</sup>, CW call signs ACP 112. See appendix I, this Annex.

c. Ships and naval units are assigned unique voice call signs from JANAP 119 for this exercise. CW call signs: ACP 113. <sup>+ ACP 100</sup> See Appendix I, this Annex.

d. Landing Force Call signs. Appendix I to this Annex.

e. Unique Amphibious and Fire Support Call Signs are assigned from JANAP 119. See Appendix I, this Annex.

14. Encryption for Transmission Only (EFTO) Procedures. (434)

Use EFTO procedures in the transmission of all unclassified messages pertaining to: ship movements, ship locations, ship material condition and embarked units.

15. Cryptographic Instructions (500)

See Appendix II, this Annex.

16. Communication Security (548)

a. CATF will monitor Task Force circuits and submit communication security Spot Reports to OTC and the violating unit as appropriate.

b. Commanding Officers are advised of the unique situation which exists in regard to Landing Force personnel of reserve units and security clearances. A majority of the Landing Force personnel will not have a security clearance.

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Operation Order

COMPHIBGRU ONE 303-67

17. Radio Communications (610)

a. Radio Communications in accordance with NWP-16(B), COMPHIBPAC OPORD 201-(YR) and COMFIRSTFLT OPORD 201-(YR).

b. Ships or Units unable to activate a station on a prescribed circuit notify CTC immediately.

c. Strict circuit discipline will be enforced by Net Control Stations.

d. Unless indicated to the contrary in Appendix V to this Annex, the senior commander guarding a circuit will exercise net control.

18. Radio Frequency Plan (613)

See Appendix V, this Annex.

19. Fleet Broadcast (620)

Upon signal CATF will commence to copy the Fleet Multi-Channel Broadcast for all ships and units assigned to CTG 176.0

20. Guardship Arrangements (623)

a. Upon activation of Task Group 176.0 Broadcast, CTG 176.0 will assume the communication guard for all ships and units assigned to CTG 176.0.

b. All ships assigned to CTG 176.0 will provide CATF with a complete List of Naval/Troop Units for whom communications guard must be established. The accuracy and timeliness of the guard list is of the utmost importance.

c. Changes to guard list which are made necessary by the transfer/landing of naval/troop units must be provided to CATF immediately.

21. Local Area Broadcast (643)

See Appendix III, this Annex.

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Operation Order  
COMPHIBGRU ONE 303-6722. Ship-to-Shore Communications (650)

a. CATF will establish the following ship-to-shore communications with NAVCOMMSTA San Diego:

(1) NAVCOMOPNET - Multi-Channel Covered Radio Teletype

(2) NORATS - Single channel uncovered telephone entry into autovon.

b. CATF will relay Ship-to-Shore traffic for all units of CTG 176.0.

c. Underwater wire in accordance with Appendix IX this Annex.

23. Visual Communications (670)

a. OTC will employ visual communications to the maximum.

b. Visual Communications will be the primary means of delivering unclassified traffic between ships in visual range.

c. The transmission, by visual means, of classified and unclassified EFTO traffic in the clear will be in strict accordance with articles 431 and 434 of NWP-16(B) and ACP-122(B).

d. Directional Lights will be used exclusively by individual ships; OTC will use yardarm blinker.

e. During darken ship, ships will keep NANCY equipment operational. NANCY equipment of senior ships in company will be monitored for the first five minutes of each quarter hour.

f. Amber filters with conical adapters will be used during night searchlight signaling from the period of sunset to sunrise.

g. Flags, Panels and Pyrotechnics in accordance with:

(1) Flags - DNC-27

(2) Panel Codes - ACP-136

(3) Pyrotechnics - ACP-168 and Appendix VI to this Annex.

h. Visual signaling between surface units in accordance with ATP 1, Vols I and II and NWP 41.

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Operation Order

COMPHIBGRU ONE 303-67

24. Weather Reporting in Amphibious Objective Area (744)

See Annex C, this order.

25. Distress Guards (812)

a. OTC will ensure that distress watches are maintained.

b. See Appendix V, this Annex.

26. SAR Communications. (830)

See Annex H, this order.

27. Embarkation Communications (1010)

Commander, Landing Force is responsible for establishing all communications at embarkation points.

28. Equipment and Facilities (1012)

a. Troop Communication equipment installed in amphibious ships must be operational prior to the embarkation of troop units. Reports concerning the operational status of installed troop communication equipment will be submitted to CATF.

b. Commander, Landing Force will provide CATF with a list of his afloat communication requirements prior to embarkation.

c. A joint naval/troop communication center will be established in the AGC when CLF is embarked. Similar facilities should be established in other ships of the force, security clearance of landing force personnel permitting (refer to para 16 this Annex).

29. Rehearsal Communications (1020)

a. Communications for the rehearsal in accordance with this Annex.

b. Any changes to this Annex will be promulgated by message.

30. Reports of UDT and Amphibious Reconnaissance Operations. (1032)

Transmit reports of UDT and Amphibious Reconnaissance Operations to CATF on the CTG 176.0 Command net "A" (N-1).

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COMPHIBGRU ONE 303-67

31. Coordination of Troop Communications (1033)

a. Communications support for embarked naval troop units, during the movement to the objective, is the responsibility of ship's commanding officers. Specific arrangements must be made for the delivery of messages addressed to the CO of Troop or to the CO/CIC of naval/troop units embarked. Definitive procedures are to be established for the timely transmission of out-going troop messages. Provisions must be made for the safe storage of cryptographic materials and manpack communication equipment.

b. Commanding Officers ensure that CO/CIC of embarked naval/troop units are aware of the EMCOM plan in effect. Commanding Officers are solely responsible for electronic emissions from their ships.

c. Deck mounting of troop communication equipment must be approved in advance by CATF.

32. Assault Phase (1040)

See Appendix V this Annex and Annex I this order.

33. Landing Force Communications (1047)

a. Commander Landing Force (CLF) designates the communications to be established within the Landing Force.

b. CLF, when established ashore, will maintain contact with CATF by entering CTG 176.0 conference circuit (N-15).

34. Air Support Communications (1060)

See Appendix V, this Annex and Annex H, this order.

35. Naval Gunfire Communications (1060)

See Appendix V, this Annex and Annex G, this order.

36. Anti-Air Warfare Communications (1060)

See Appendix V, this Annex and Annex H, this order.

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious Group ONE

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Appendices:

- I - Call Signs (issued separately)
- II - Cryptographic Instructions
- III - Task Group Broadcast
- IV - Task Group Command Nets
- V - Radio Frequency Plan
- VI - Pyrotechnics
- VII - Small Boat/Landing Craft Challenge and Reply (issued separately)
- VIII - Facsimile Broadcast
- IX - Radio Relay/Wire Integration Plan

Authentication:



G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 67  
MSG REF: LSLT-9

Operation Order

COMPHIEGRU ONE 303-67

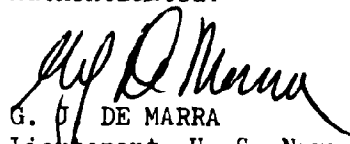
Appendix I to Annex N

Call Signs

1. This appendix is not intended to supersede or modify effective JANAP and ACP call sign publications.
2. Users of this appendix are responsible for keeping it up-to-date and for notifying CATF of any errors noted.
3. This appendix is for use during exercise Golden Slipper only and will be destroyed without report on completion of the exercise.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force,  
CTG 176.0 and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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NAVY ORGANIZATION CALLS (INTERNATIONAL)

DTXV	PHIBRON 3
EPJQ	COMDESDIV 52
EYRC	UDT 12
HBXT	DESDIV 52
HNCP	TACRON 12
JZYY	ACDIV 11
NHNM	USS PT DEFIANCE LSD31
<del>NAHR</del>	<del>USS GEORGE CLYMER APA27</del> <i>Delete</i>
NHHK	USS MADDOX DD731
NIMB	USS JEROME CTY LST848
NKHJ	USS SUMMIT CTY LST1146
NKIG	USS HENRICO APA45
NKRR	USS SHELTON DD790
NPQW	USS OKANOGAN APA220
NRHA	USS WEXFORD CTY LST1168
NWDE	USS ESTES AGC12
NXXG	USS IWO JIMA LPH2
NZQL	USS CABILDO LSD16
OLRV	DESDIV 192
OLTC	COMPHIBGRU 1
SNFP	COMDESDIV 192
YIED	BEACHGRU 1
YUJG	COMPHIBRON 3

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NAVY ORGANIZATION CALLS (VOICE)

ACORN X	DESDIV 192
ADAPTABLE	USS HENRICO APA45
BABY GIANT	USS CABILDO LSD16
BAREFOOT	USS SHELTON DD790
BIG POP	COMPHIBRON 3
CHISEL E	COMDESDIV 52
CLAIM CHECK	USS ESTES AGC12
COIN BOX	USS JEROME CTY LST848
COAL TOWN	USS WEXFORD CTY LST1168
DRIFTER	PHIBRON 3
EXCEPTION G	DESDIV 52
FLYING ARROW	USS MADDOX DD731
GOODTIMER	USS SUMMIT CTY LST1146
GAYETY J	ACDIV 11
MUSIC HALL	USS PT DEFIANCE LSD31
<del>RED ROSE</del>	<del>USS GEORGE CLYMER APA27</del> <i>Delete</i>
SIMONIZE	TACRON 12
STALLION K	COMDESDIV 192
SUCCESS	USS OKANOGAN APA220
TRAFFIC COP	COMPHIBGRU 1
WEED KILLER	USS IWO JIMA LPH2
WHEEL	BEACHGRU 1

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AMPHIBIOUS TASK FORCE ORGANIZATION CALLS (INTERNATIONAL)

B6VF	CTF 176
B0AQ	CTG 176.0
C9DE	TF 176
C0LU	TU 176.0.1
C0LU1	TE 176.0.1.1
C0LU2	TE 176.0.1.2
D2FD	CTU 176.0.2
D2FD1	CTE 176.0.2.1
D2FD2	CTE 176.0.2.2
D2FD3	CTE 176.0.2.3
D3MF	CTU 176.0.0
D3MF1	CTE 176.0.0.1
D3MF2	CTE 176.0.0.2
D3MF6	CTE 176.0.0.6
G2AC	CTU 176.0.3
G2AC1	CTE 176.0.3.1
J1YY	TU 176.0.5
L9YE	TU 176.0.3
L9YE1	TE 176.0.3.1
M9AS	TU 176.0.0
M9AS1	TE 176.0.0.1
M9AS2	TE 176.0.0.2
M9AS6	TE 176.0.0.6
O1CH	TU 176.0.2
O1CH1	TE 176.0.2.1
O1CH2	TE 176.0.2.2

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AMPHIBIOUS TASK FORCE ORGANIZATION CALLS (INTERNATIONAL)

01CH3	TE	176.0.2.3
00BM	CTU	176.0.5
Q1XR	CTU	176.0.1
Q1XR1	CTE	176.0.1.1
Q1XR2	CTE	176.0.1.2
Q9VY	TG	176.0
W4ST	CTU	176.0.4
W4ST1	CTE	176.0.4.1
W4ST2	CTE	176.0.4.2
W4ST3	CTE	176.0.4.3
W4ST4	CTE	176.0.4.4
W4ST5	CTE	176.0.4.5
W4ST6	CTE	176.0.4.6
W4ST7	CTE	176.0.4.7
W4ST8	CTE	176.0.4.8
W4ST9	CTE	176.0.4.9
Z2P0	TU	176.0.4
Z2P01	TE	176.0.4.1
Z2P02	TE	176.0.4.2
Z2P03	TE	176.0.4.3
Z2P04	TE	176.0.4.4
Z2P05	TE	176.0.4.5
Z2P06	TE	176.0.4.6
Z2P07	TE	176.0.4.7
Z2P08	TE	176.0.4.8
Z2P09	TE	176.0.4.9

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AMPHIBIOUS TASK FORCE TASK ORGANIZATION CALLS (VOICE)

ABAFT B	CTG 176.0
ABAFT E	TU 176.0.1
ABAFT E ONE	TE 176.0.1.1
ABAFT E TWO	TE 176.0.1.1
ACQUIT B	TG 176.0
ACQUIT D	TU 176.0.2
ACQUIT D ONE	TE 176.0.2.1
ACQUIT D TWO	TE 176.0.2.2
ACQUIT D THREE	TE 176.0.2.3
ADJOIN G	TU 176.0.3
ADJOIN G ONE	TE 176.0.3.1
ADRIFT A	TU 176.0.4
ADRIFT A ONE	TE 176.0.4.1
ADRIFT A TWO	TE 176.0.4.2
ADRIFT A THREE	TE 176.0.4.3
ADRIFT A FOUR	TE 176.0.4.4
ADRIFT A FIVE	TE 176.0.4.5
ADRIFT A SIX	TE 176.0.4.6
ADRIFT A SEVEN	TE 176.0.4.7
ADRIFT A EIGHT	TE 176.0.4.8
ADRIFT A NINE	TE 176.0.4.9
AFTERNOON E	TU 176.0.5
ALAMEDA B	TF 176
ALMA MATER B	CTU 176.0.0
ALMA MATER B ONE	CTE 176.0.0.1
ALMA MATER B TWO	CTE 176.0.0.2

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AMPHIBIOUS TASK FORCE TASK ORGANIZATION CALLS (VOICE)

ALMA MATER B SIX	CTE 176.0.0.6
GRAY OAK B	CTF 176
HOLLY WREATH B	TU 176.0.0
HOLLY WREATH B ONE	TE 176.0.0.1
HOLLY WREATH B TWO	TE 176.0.0.2
HOLLY WREATH B SIX	TE 176.0.0.6
WHITE OWL D	CTU 176.0.5
WILLOW LAWN C	CTU 176.0.1
WILLOW LAWN C ONE	CTE 176.0.1.1
WILLOW LAWN C TWO	CTE 176.0.1.2
WOOL COAT D	CTU 176.0.2
WOOL COAT D ONE	CTE 176.0.2.1
WOOL COAT D TWO	CTE 176.0.2.2
WOOL COAT D THREE	CTE 176.0.2.3
YARN SPINNER F	CTU 176.0.3
YARN SPINNER F ONE	CTE 176.0.3.1
YELLOW CAB E	CTU 176.0.4
YELLOW CAB E ONE	CTE 176.0.4.1
YELLOW CAB E TWO	CTE 176.0.4.2
YELLOW CAB E THREE	CTE 176.0.4.3
YELLOW CAB E FOUR	CTE 176.0.4.4
YELLOW CAB E FIVE	CTE 176.0.4.5
YELLOW CAB E SIX	CTE 176.0.4.6
YELLOW CAB E SEVEN	CTE 176.0.4.7
YELLOW CAB E EIGHT	CTE 176.0.4.8
YELLOW CAB E NINE	CTE 176.0.4.9

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LANDING FORCE TASK ORGANIZATION CALLS (INTERNATIONAL)

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C6GF	CTU	179.0.3
C6GF1	CTE	179.0.3.1
C6GF2	CTE	179.0.3.2
C6GF3	CTE	179.0.3.3
C6GF4	CTE	179.0.3.4
C0GR	TU	179.0.5
C0MB	TU	179.0.2
C0MB1	TE	179.0.2.1
C0MB2	TE	179.0.2.2
C0MB3	TE	179.0.2.3
E4MW	CTU	179.0.1
E5AG	TU	179.0.1
E90X	CTU	179.0.5
G1AG	TU	179.0.6
H1VT	CTU	179.0.6
I1TY	CTU	179.0.2
I1TY1	CTE	179.0.2.1
I1TY2	CTE	179.0.2.2
I1TY3	CTE	179.0.2.3
S2IV	CTG	179.0
S0LT	TU	179.0.4
U7AS	CTU	179.0.4
V5UE	TU	179.0.3
V5UE3	TE	179.0.3.3
V5UE4	TE	179.0.3.4
Y3LS	TG	179.0

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LANDING FORCE TASK ORGANIZATION CALLS (VOICE)

BLACK BIRCH	CTU 179.0.2
BLACK BIRCH ONE	CTE 179.0.2.1
BLACK BIRCH TWO	CTE 179.0.2.2
BLACK BIRCH THREE	CTE 179.0.2.3
COLLECTION	TU 179.0.5
CONTACT POINT	CTU 179.0.6
GREEDY	CTU 179.0.5
HEART CRY	CTU 179.0.3
HEART CRY ONE	CTE 179.0.3.1
HEART CRY TWO	CTE 179.0.3.2
HEART CRY THREE	CTE 179.0.3.3
HEART CRY FOUR	CTE 179.0.3.4
HOT POTATO	TG 179.0.
INFRINGE	TU 179.0.3
INFRINGE THREE	TE 179.0.3.3
INFRINGE FOUR	TE 179.0.3.4
LANTANA	TU 179.0.1
NEEDLE GRASS	TU 179.0.4
OHIO RIVER	TU 179.0.2
OHIO RIVER ONE	TE 179.0.2.1
OHIO RIVER TWO	TE 179.0.2.2
OHIO RIVER THREE	TE 179.0.2.3
PEKING	CTU 179.0.4
RHYTHM	TU 179.0.6
SQUAREPOD	CTG 179.0
WOOL BASKET	CTU 179.0.1

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MARINE ORGANIZATION CALLS (INTERNATIONAL)

FG8W	MAG-46
JC8B	RLT 23 (COLL)
MQ67	LOGISTIC SUPPORT GROUP
MQ67A	SHORE PARTY GROUP ALFA
MV7F	4TH MEB (COLL)
QN69	LANDING FORCE AVIATION (CDR)
QZ4G	TROOP EXERCISE COORDINATOR
U053	LANDING FORCE AVIATION (COLL)
3S7Y	BLT 1/23
4JB7	MAG-42
5HLN	RLT 23 (COLL)
5IWJ	BLT 1/28
7IEQ	CG 4TH MEB
7NT9	3RD BN, 13TH MARINES

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MARINE ORGANIZATION CALLS (VOICE)

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ALBANIA C	CO C, 5TH AMTRAC BN
ALBANIA C ONE	1ST PLT, COC, 5TH AMTRAC BN
AMANDA	BLT 1/28
AMANDA A	CO A, 1ST BN, 28 MAR
AMBOY B	CO B, 5TH RECON BN
ARCTIC STONE	HMM-764
ATTIRE C ONE	1ST PLT, CO C, 5TH TANK BN
AUGUST NIGHT	CG 4TH MEB
BARBARA ANN C	CO C, 5TH MED BN
BRAXTON	LANDING FORCE AVIATION (CDR)
BURNT HITCH	TROOP EXERCISE COORDINATOR
CALCIMINE C	CO C, 5TH ENGR BN
CALCIMINE C ONE	1ST PLT, CO C, 5TH ENGR BN
CALCIMINE C THREE	3RD PLT, CO C, 5TH ENGR BN
CLEMSON RING	DET 5TH SER BN
COASTAL CLIFF	DET 5TH FSR
COLLEGE CAMPUS	3RD BN, 13TH MAR
COLLEGE CAMPUS G	G BTRY, 3RD BN, 13TH MAR
COLLEGE CAMPUS W	MORTAR BTRY, 3RD BN, 13TH MAR
COLLEGE CAMPUS Y	HQ BTRY, 3RD BN, 13TH MAR
COLUMBIA GEM	VMF-112
CO PILOT	AIR OBSERVER
CRESCENT WHEEL A	CO A, 13TH MT BN
DALLAS GIRL	MAG-42
DUCHESS	DASC/HDC (ASHORE)
DUTCHESS	MASS-4
EAGLE ROPE	VMA-133

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FLAKY SNOW  
FRANK RINGS  
HALF CROWN  
HALF CROWN Y  
HAMPTON LAKE  
ICE PACK  
IDA MAE  
IDA MAE ONE  
LANDSLIDE Y  
MARS  
MILL ROAD  
POINDEXTER  
RUG CUTTER  
RUG CUTTER 15  
SAND SPUR  
SENIOR CLASS  
SERVICE BADGE  
SILVER DISH  
SURF GRASS  
TURBINE  
TURBINE A  
TURBINE C  
TURBINE Y  
TWIN FALLS  
UNCLE PID C  
WAGNER  
WHITEFISH

VMA-134  
7TH 105MM HOW BTRY  
RLT 23  
HQ CO 23RD MAR  
TADC (ASHORE)  
TACC (AFLOAT)  
MPCO, HQ BN  
1ST PLT, MP CO, HQ BN  
HQCO HQBN  
MABS-47  
MACS-23  
HMM-769  
BLT 1/23  
1ST PLT, 9TH ENGR CO  
HMM-770  
RLT 23 (COLL)  
DET 4TH FSR  
LANDING FORCE AVIATION (COLL)  
DET, VMR-216  
LOGISTIC SUPPORT GROUP  
SHORE PARTY GROUP ALFA  
CO C, 4TH SP BN  
H&S CO, 4TH SP BN  
MAG-46  
CO C 4TH MT BN  
4TH MEB (COLL)  
COMMCO, HQBN

DECODE  
MARINE ORGANIZATION CALLS (VOICE)

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AMPHIBIOUS ASSAULT/FIRE SUPPORT CALLS

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AMERICAN BEAUTY  
(UNIT CALL) BAILEY  
(BEACH COLOR) BEET  
(BEACH COLOR) CATSKILL  
(BEACH COLOR) CATSKILL JUNIOR  
BLUE CROSS (NO)  
BUBBLE GUM (NO)  
BUNTING (BEACH COLOR)  
CATSKILL  
CATSKILL JUNIOR  
CLAPPER (NO)  
COMPOSITE (NO)  
COWHAND (NO)  
FAIRMONT  
ICE PACK  
JOYRIDE (NO)  
LEACH (NO)  
MESH (NO)  
(NO) (BEACH COLOR)  
PLAYBOY  
(UNIT CALL) PRODUCT  
ROSEMARY (NO)  
TOM TOM  
(UNIT CALL) TWO SIX OSCAR  
(UNIT CALL) TWO SIX CHARLIE

SHORE PARTY  
FIRE SUPPORT COORDINATION CENTER (FSCC)  
BEACHMASTER  
PRIMARY CONTROL SHIP  
SECONDARY CONTROL SHIP  
MEDICAL BOAT (NO)  
WARPING TUG (NO)  
CAUSEWAY TEAM (NO)  
CENTRAL CONTROL SHIP  
ASSISTANT CENTRAL CONTROL SHIP  
COMMANDER BOAT GROUP (NO)  
LIGHTERAGE BARGE (NO)  
SALVAGE BOAT (NO)  
HELICOPTER DIRECTION CENTER  
TACTICAL AIR CONTROL CENTER (TACC)  
TACTICAL AIR DIRECTION CENTER (NO) (TADC)  
LCM (NO)  
LCU (NO)  
WAVE COMMANDER  
TACTICAL AIR COORDINATOR  
TACLOG REPRESENTATIVE  
UDT TEAM (NO)  
BEACH LIAISON OFFICER  
NAVAL GUNFIRE LIAISON OFFICER  
NAVAL GUNFIRE SPOTTER

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NAVY ORGANIZATION CALLS

ACDIV 11	JZYY	GAYETY J
BEACHGRU 1	YIED	WHEEL
COMDESDIV 52	EPJQ	CHISEL E
COMDESDIV 192	SNFP	STALLION K
COMPHIBGRU 1	OLTC	TRAFFIC COP
COMPHIBRON 3	YUJG	BIG POP
DESDIV 52	HBXT	EXCEPTION G
DESDIV 192	OLRV	ACORN X
PHIBRON 3	DTXV	DRIFTER
TACRON 12	HNCP	SIMONIZE
UDT 12	EYRC	
USS CABILDO LSD16	NZQL	BABY GIANT
USS ESTES AGC12	NWDE	CLAIM CHECK
<del>USS GEO. GLYMER APA27</del>	<del>NAHR</del>	<del>RED ROSE</del>
USS HENRICO APA45	NKIG	ADAPTABLE
USS IWO JIMA LPH2	NXXG	WEED KILLER
USS JEROME CTY LST848	NIMB	COIN BOX
USS MADDOX DD731	NHHK	FLYING ARROW
USS OKANOGAN APA220	NPQW	SUCCESS
USS SHELTON DD790	NKRR	BAREFOOT
USS SUMMIT CTY LST1146	NKHJ	GOODTIMER
USS WEXFORD CTY LST1168	NRHA	COAL TOWN
USS PT DEFIANCE LSD31	NHNM	MUSIC HALL

*Delete*

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AMPHIBIOUS TASK FORCE TASK ORGANIZATION CALLS

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CTF 176	B6VF	GRAY OAK B
TF 176	C9DF	ALAMEDA B
CTG 176.0	B0AQ	ABAFT B
TG 176.0	Q9VY	ACQUIT B
CTU 176.0.0	D3MF	ALMA MATER B
TU 176.0.0	M9AS	HOLLY WREATH B
CTE 176.0.0.1	D3MF1	ALMA MATER B ONE
TE 176.0.0.1	M9AS1	HOLLY WREATH B ONE
CTE 176.0.0.2	D3MF2	ALMA MATER B TWO
TE 176.0.0.2	M9AS2	HOLLY WREATH B TWO
CTE 176.0.0.6	D3MF6	ALMA MATER B SIX
TE 176.0.0.6	M9AS6	HOLLY WREATH B SIX
CTU 176.0.1	Q1XR	WILLOW LAWN C
TU 176.0.1	C0LU	ABAFT E
CTE 176.0.1.1	Q1XR1	WILLOW LAWN C ONE
TE 176.0.1.1	C0LU1	ABAFT E ONE
CTE 176.0.1.2	Q1XR2	WILLOW LAWN C TWO
TE 176.0.1.2	C0LU2	ABAFT E TWO
CTU 176.0.2	D2FD	WOOL COAT D
TU 176.0.2	O1CH	ACQUIT D
CTE 176.0.2.1	D2FD1	WOOL COAT D ONE
TE 176.0.2.1	O1CH1	ACQUIT D ONE
CTE 176.0.2.2	D2FD2	WOOL COAT D TWO
TE 176.0.2.2	O1CH2	ACQUIT D TWO
CTE 176.0.2.3	D2FD3	WOOL COAT D THREE
TE 176.0.2.3	O1CH3	ACQUIT D THREE

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AMPHIBIOUS TASK FORCE TASK ORGANIZATION CALLS

CTU 176.0.3	G2AC	YARN SPINNER F
TU 176.0.3	L9YE	ADJOIN G
CTE 176.0.3.1	G2AC1	YARN SPINNER F ONE
TE 176.0.3.1	L9YE1	ADJOIN G ONE
CTU 176.0.4	W4ST	YELLOW CAB E
TU 176.0.4	Z2P0	ADRIFT A
CTE 176.0.4.1	W4ST1	YELLOW CAB E ONE
TE 176.0.4.1	Z2P01	ADRIFT A ONE
CTE 176.0.4.2	W4ST2	YELLOW CAB E TWO
TE 176.0.4.2	Z2P02	ADRIFT A TWO
CTE 176.0.4.3	W4ST3	YELLOW CAB E THREE
TE 176.0.4.3	Z2P03	ADRIFT A THREE
CTE 176.0.4.4	W4ST4	YELLOW CAB E FOUR
TE 176.0.4.4	Z2P04	ADRIFT A FOUR
CTE 176.0.4.5	W4ST5	YELLOW CAB E FIVE
TE 176.0.4.5	Z2P05	ADRIFT A FIVE
CTE 176.0.4.6	W4ST6	YELLOW CAB E SIX
TE 176.0.4.6	Z2P06	ADRIFT A SIX
CTE 176.0.4.7	W4ST7	YELLOW CAB E SEVEN
TE 176.0.4.7	Z2P07	ADRIFT A SEVEN
CTE 176.0.4.8	W4ST8	YELLOW CAB E EIGHT
TE 176.0.4.8	Z2P08	ADRIFT A EIGHT
CTE 176.0.4.9	W4ST9	YELLOW CAB E NINE
TE 176.0.4.9	Z2P09	ADRIFT A NINE
CTU 176.0.5	00BM	WHITE OWL D
TU 176.0.5	J1YY	AFTERNOON E

N-1-17

**CONFIDENTIAL**

MODIFIED HANDLING AUTH

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ENCODE

LANDING FORCE TASK ORGANIZATION CALLS

**CONFIDENTIAL**

CTG 179.0	SQUAREPOD	S2IV
TG 179.0	HOT POTATO	Y3LS
CTU 179.0.1	WOOLBASKET	E4MW
TU 179.0.1	LANTANA	E5AG
CTU 179.0.2	BLACK BIRCH	I1TY
TU 179.0.2	OHIO RIVER	C0MB
CTE 179.0.2.1	BLACK BIRCH ONE	I1TY1
TE 179.0.2.1	OHIO RIVER ONE	C0MB1
CTE 179.0.2.2	BLACK BIRCH TWO	I1TY2
TE 179.0.2.2	OHIO RIVER TWO	C0MB2
CTE 179.0.2.3	BLACK BIRCH THREE	I1TY3
TE 179.0.2.3	OHIO RIVER THREE	C0MB3
CTU 179.0.3	HEART CRY	C6GF
TU 179.0.3	INFRINGE	V5UE
CTE 179.0.3.1	HEART CRY ONE	C6GF1
CTE 179.0.3.2	HEART CRY TWO	C6GF2
CTE 179.0.3.3	HEART CRY THREE	C6GF3
TE 179.0.3.3	INFRINGE THREE	V5UE3
CTE 179.0.3.4	HEART CRY FOUR	C6GF4
TE 179.0.3.4	INFRINGE FOUR	V5UE4
CTU 179.0.4	PEKING	U7AS
TU 179.0.4	NEEDLE GRASS	S0LT
CTU 179.0.5	GREEDY	E90X
TU 179.0.5	COLLECTION	C0GR
CTU 179.0.6	CONTACT POINT	H1VT
TU 179.0.6	RHYTHM	G1AG

N-1-18

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CG 4TH MEB  
4TH MEB(COLL)  
HQCO HQBN  
COMMCO, HQBN  
CO B, 5TH RECON BN  
1ST PLT, CO C, 5TH TANK BN  
RLT 23  
RLT 23 (COLL)  
HQCO 23RD MAR  
CO C, 5TH ENGR BN  
BLT 1/23  
MORTAR BTRY, 3RD BN, 13TH MAR  
1STPLT, 9TH ENGR CO  
BLT 1/28  
CO C, 5TH AMTRAC BN  
1STPLT, COC, 5TH ENGR BN  
CO A, 1STBN, 28TH MAR  
1STPLT, COC, 5TH AMTRACBN  
MASS-4  
MACS-23  
MAG-42  
VMA-133  
VMA 134  
VMF-112  
DET, VMR-216  
MAG-46

AUGUST MOON  
WAGNER  
LANDSLIDE Y  
WHITEFISH  
AMBOY B  
ATTIRE C ONE  
HALF CROWN  
SENIOR CLASS  
HALF CROWN Y  
CALCIMINE C  
RUG CUTTER  
COLLEGE CAMPUS W  
RUG CUTTER 15  
AMANDA  
ALBANIA C  
CALCIMINE C ONE  
AMANDA A  
ALBANIA C ONE  
DUTCHESS  
MILL ROAD  
DALLAS GIRL  
EAGLE ROPE  
FLAKY SNOW  
COLUMBIA GEM  
SURFGRASS  
TWIN FALLS

71EQ  
MV7F

5HLN  
JC8B

3S7Y

51WJ

4JB7

ENCODE

MARINE ORGANIZATION CALLS

N-I-19

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MABS-47  
HMM-764  
HMM-769  
HMM-770  
LANDING FORCE AVIATION (CDR)  
LANDING FORCE AVIATION (COLL)  
3RDBN, 13TH MAR  
HQBTRY, 3RD BN, 13TH MAR  
G BTRY, 3RD BN, 13TH MAR  
7TH 105MM HOW BTRY  
SHORE PARTY GROUP ALFA  
CO C, 4TH SP BN  
CO C, 4TH MT BN  
1STPLT, MPCO, HQBN  
DET, 5TH SERBN  
DET, 5TH FSR  
DET, 4TH FSR  
LOGISTIC SUPPORT GROUP  
H&S CO, 4TH SP BN  
CO A, 13TH MT BN  
3RDP LT, COC, 5TH ENGR BN  
MPCO, HQBN  
CO C, 5TH MEDBN  
TADC (ASHORE)  
TACC (AFLOAT)  
DASC/HDC (ASHORE)  
AIR OBSERVOR  
TROOP EXERCISE COORDINATOR

MARS  
ARCTIC STONE  
POINDEXTER  
SAND SPUR  
BRAXTON QN69  
SILVER DISH U053  
COLLEGE CAMPUS 7NT9  
COLLEGE CAMPUS Y  
COLLEGE CAMPUS G  
FRANK RINGS  
TURBINE A MQ67A  
TURBINE C  
UNCLE PID C  
IDA MAE ONE  
CLEMSON RING  
COASTAL CLIFF  
SERVICE BADGE  
TURBINE MQ67  
TURBINE Y  
CRESCENT WHEEL A  
CALCIMINE C THREE  
IDA MAE  
BARBARA ANN C  
HAMPTON LAKE  
ICE PACK  
DUCHESS  
CO PILOT  
BURNT HITCH QZ4G

ENCODE

MARINE ORGANIZATION CALLS

N-1-20

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BEACH LIAISON OFFICER  
BEACHMASTER  
CAUSEWAY TEAM (NO)  
COMMANDER BOAT GROUP (NO)  
FIRE SUPPORT COORDINATION CENTER (FSCC)  
HELICOPTER DIRECTION CENTER  
LCM (NO)  
LCU (NO)  
LIGHTERAGE BARGE (NO)  
MEDICAL BOAT (NO)  
NAVAL GUNFIRE LIAISON OFFICER  
NAVAL GUNFIRE SPOTTER  
PRIMARY CONTROL SHIP  
SALVAGE BOAT (NO)  
SECONDARY CONTROL SHIP  
TACLOG REPRESENTATIVE  
TACTICAL AIR CONTROL CENTER (TACC)  
TACTICAL AIR COORDINATOR (AIRBORNE)  
TACTICAL AIR DIRECTION CENTER (NO) (TADC)  
UDT TEAM (NO)  
WARPING TUG (NO)  
WAVE COMMANDER

ENCODE

AMPHIBIOUS ASSAULT/FIRE SUPPORT CALLS

TOM TOM  
(BEACH COLOR) BEET  
BUNTING (BEACH COLOR)  
CLAPPER (NO)  
(UNIT CALL) BAILEY  
FAIRMONT  
LEACH (NO)  
MESH (NO)  
COMPOSITE (NO)  
BLUE CROSS (NO)  
(UNIT CALL) TWO SIX OSCAR  
(UNIT CALL) TWO SIX CHARLIE  
(BEACH COLOR) CATSKILL  
COWHAND (NO)  
(BEACH COLOR) CATSKILL JUNIOR  
(UNIT CALL) PRODUCT  
ICE PACK  
PLAYBOY  
JOYRIDE (NO)  
ROSEMARY (NO)  
BUBBLE GUM (NO)  
(NO) (BEACH COLOR)

N-1-21

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U. S. Pacific Fleet  
 Commander Amphibious Task Force,  
 CTG 176.0 and Commander Amphibious  
 Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z July 1967  
 Message Ref: LSLT-9

Operation Order  
 COMPHIBGRU ONE 303-67

Appendix II to Annex NCryptographic Instructions

1. The effective editions of the following will be used as indicated during the Exercise "Golden Slipper" 29 July through 5 August.

a. KAK 2663. Will be used to cover the Inter Task Force Broadcast (ITFB) and all other ship-to-ship on-line circuits.

b. KAK 2697. Will be used for all off-line encryption. KAR 498A will replace KAR 438A on 1 August 1967.

c. KAA 60. Will be used for authentication in accordance with ALCOM 52-66. The responsibility for issuing the challenge in any two way communication will always rest with the called party, never with the calling party. Message authentication by the calling party will be employed at every opportunity.

d. KAC 132. (Operation Code) Will be used to provide transmission protection for unclassified messages which, if transmitted in the clear and if collectively analyzed, might disclose significant information. It should not be used for routine and stereotype administrative and logistic traffic.

e. Penelope (KAL 15) used in conjunction with CSP 1750A/KA-2) is designated for the encryption of CW call signs.

*F. KAC 130 (Numerical Code) will be used for the encryption of numbers with plain language. It is not to be used for the encryption of information req. more than 24 hrs. protection*

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COMPHIBGRU ONE 303-67

2. Any TG 176.0 ship not holding the cryptosystems mentioned above by 20 July will notify the CATF by message.


J. T. BURKE, JR.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

N-II-2

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander  
Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
MSG: LSLT-9

Operation Order  
COMPHIBGRU ONE 303-67

Appendix III to Annex N

Task Group Broadcast (TGB)

1. CATF will activate the Task Group Broadcast (N-12) 12 hours prior to sortie. At this time CATG will assume the communications guard for all ships and commands of TG 176.0.
2. The TGB will be operated as a 100 wpm covered (ORESTES) radio teletype circuit. Four frequencies will be simultaneously keyed to provide adequate area coverage. Subscribers to the TGB will employ diversity receiving techniques to enhance reception.
3. Keying material: See Appendix II, this Annex.
4. Frequencies: See Appendix V, this Annex.
5. All units of TG 176.0 will submit a complete guard list and list of broadcast channels normally copied to CTG 176.0 by 20 July 1967.
6. Operation of the TGB:
  - a. 12 hours prior to sortie CTG 176.0 will commence transmission of a test on all assigned frequencies.
  - b. Each ship will report to CTG 176.0 when they are copying the TGB test satisfactorily.
  - c. After all subscribers have reported that they are copying TGB, CATG will signal commencement of TGB operation. At this time all subscribers report to CATG the last Fleet Broadcast Number copied, via TG CMD CKT.

N-III-1

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Operation Order

COMPHIBGRU CNE 303-67

d. All messages sent on the TGB, with the exception of reruns will be numbered sequentially using letter designation "GS" followed by a number.

e. Key lists will be changed daily at 0001Z, with a test transmitted for 20 minutes, phasing every 2 minutes.

f. Requests for "Reruns of missing numbers" will be made by service message.

g. CATG will satisfy requests for reruns and missing numbers during slack periods.

h. A series of ten messages will be run between phases.

**7. Reports/Records**

a. Each subscriber to the TGB will submit a circuit status report to CTG 176.0 at 0100Z and 1300Z Daily. This report will be unclassified and will use the following format:

FM:

TO: CTG 176.0

UNCLAS

TGB STATUS RPT # \_\_\_\_\_

1. (RELIABILITY \_\_\_\_\_ USE OPERATION SIGNAL)
2. (MISSING NUMBERS, LISTED IN NUMERICAL SEQUENCE)
3. (FREQUENCIES COPIED, USE CKT NUMBER)
4. COMMENTS.

b. Each subscriber to the TGB will be required to maintain a TGB file for one month after the termination of the exercise.

**8. Equipment Casualty**

a. If CATF experiences an equipment failure all TGB traffic will be sent via Task Group Command Circuits after all stations have been notified of nature and ETR of failure.

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N-III-2

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Operation Order

COMPHIBGRU ONE 303-67

b. If a subscriber to the TGB experiences an equipment failure CATF will be notified immediately of the last TGB number copied. Upon restoration of capability to copy TGB notify CATF of the TGB number copied. CATF will automatically screen and rebroadcast all missing numbers affecting the unit concerned. During the period of outage CATF will pass traffic to the unit concerned via alternate circuits.

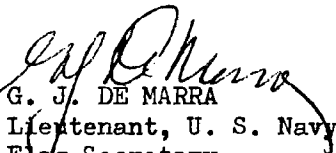
J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious Group ONE

Authenticated:



G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

N-III-3

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
Message Ref: LSLT-9

Operation Order  
COMPHIBGRU ONE 303-67

Appendix IV to Annex NTask Group Command Circuit (ORESTES)1. General.

Commander Amphibious Task Force will activate three command circuits (N1, N2, N3). These circuits will be operated as 100 wpm covered (ORESTES) radio teletype circuits. Keying material to be used in accordance with Appendix II to this Annex. Frequencies in accordance with Appendix V to this Annex.

2. Purpose

a. To provide secure, high capacity communications channels for passing traffic between the units of TG 176.0 and CTG 176.0.

b. To provide back-up channels for CTG 176.0 in event of casualty to the Task Group Broadcast.

3. Discussion

a. Ships will guard this circuit as indicated in Appendix V to this Annex.

b. Command "A" (N1) will be a half-duplex circuit on which CTG 176.0 will receive.

c. Command "B" (N2) is a half-duplex circuit on which CTG 176.0 will receive.

d. Command "C" (N3) will be operated in two modes; a half-duplex circuit on which CTG 176.0 will send, a simplex circuits for those ships who are equipped with less than three KW-7.

N-IV-1

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Operation Order

COMPHIBGRU ONE 303-67

4. Procedures

a. Transmitters must be on frequency, and "Spread" must be correct, i.e., mark must be 425 CPS above assigned frequency and space 425 CPS below assigned frequency.

b. Listen before transmitting; simultaneous transmission by two or more stations at a time on the same frequency renders all signals unusable.

c. Phasing signals must be of approximately 15 seconds duration. Shorter phasing will not allow SYNC at the receive terminal. Longer phasing is not required to achieve SYNC and when requested is indicative of either transmitter or receiver being off frequency.

d. Transmission must be exactly in the format prescribed. Any deviation from prescribed format or terminology impairs the flow of information. The use of plain language in lieu of operating signals is authorized only when OPSIGS are inadequate to convey a thought. This authorization for plain language is restricted to "business" matters only and does not include frivolous exchanges between operators. Similarly, the use of such terms as "CUL", "TKS" and "PLS" are not authorized nor do they serve a useful purpose.

e. On all circuits remove the transmitter from the air immediately after each transmission is completed. Failure to do so ties up the net and prevents transmissions or replies by other stations.

f. In summary, circuit time is at a premium. The transmitting station must know what he wants to say and how he must say it. He must then come up on the circuit, effect his transmission and then get off the air.

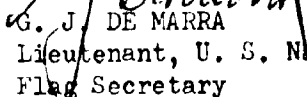
J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious Group ONE

Authenticated:



G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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N-IV-2

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U. S. Pacific Fleet  
 Commander Amphibious Task Force  
 CTG 176.0 and Commander Amphibious  
 Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z July 1967  
 Message Ref: LSLT-9

Operation Order  
 COMPHIBGRU ONE 303-67

Appendix V to Annex NRadio Frequency Plan1. This plan provides frequencies for:

- a. Communications between CTG 176.0 and higher headquarters.
- b. Communications between CTG 176.0 and CTG 179.0.
- c. Communications between all units of TG 176.0
- d. Assault Communications

2. Emission designators:

0.1A1	CW Telegraph at 25 wpm
3A3J	Voice (SSB)
3A7J	M/C RATT (SSB)
4F4	Facsimile
6A3	AM Telephony
6A9B	Twin Sideband (RATT or Voice)
30F3	FM Telephony (Narrow Band)
36F3	FM Telephony (Wide Band)
1.08F1	60 wpm Single channel RATT
1.24F1	100 wpm single channel RATT
2.04A2	100 wpm tone modulated RATT

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Operation Order

COMPHIBGRU ONE 303-67

**3. Single Sideband (SSB) Frequency Designations.**

In all frequency assignments relative to single sideband operation, the center of the occupied bandwidth is stated first, with the suppressed carrier of reference frequency shown immediately following as in the following examples.

<u>Operating Mode</u>	<u>Center of Occupied band</u>	<u>Suppressed Carrier</u>
Upper Sideband	4820.5 KCS	(4819KCS)
Lower Sideband	4817.5 KCS	(4819KCS)

4. Additional Frequencies for intra-task group use as available upon request to CTG 176.0.

**5. General Information**

a. All circuits shown in the radio frequency charts are actual circuits.

b. Only net control stations (designated by letter "C" on frequency charts) will order a shift to alternate frequencies. Any station may recommend to the net control station a frequency shift stating the reason therefor.

c. Stations which are employing the new FM equipment (AN/PRC-25 or AN/VRC-46) will be guided by the following:

AN/PRC-25 equipment will be operated with the squelch control in the "OFF" position.

AN/VRC-46 Equipment will be operated in the "Old Squelch" Mode.

d. Minimum power necessary to effect reliable communications will be used by all stations.

e. Authentication will be employed by NCS in the following situations:

- (1) Upon circuit activation all stations must authenticate
- (2) When securing a circuit.
- (3) When ordering a frequency shift.

N-V-2

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Operation Order

COMPHIBGRU ONE 303-67

6. Note explanantion.

NOTE: 1 Frequencies will keyed simultaneously. Subscribers will employ diversity receiving techniques.

NOTE: 2 These circuits will be activated throughout the operation

NOTE: 3 CATF will guard for units in company

NOTE: 4 This circuit for use by IWO JIMA only

NOTE: 5 This circuit for use by chips of Task Group who have helicopter platforms.

NOTE: 6 Boat Control Nets are provided to direct boats from the LOD to the beach. Beach Operations Net will be used by all boats still attached to their parent vessal. Wave Commander/Guides will shift from Beach Operations Net to Boat Control Net upon leaving rendezvous area. Shift back to Beach Operations Net as soon as retracted and clear of boat lanes. Ships will not use Beach Operations Net to communicate with boats within visual or sound communications range.

7. Circuit Activation

<u>Designator</u>	<u>Time</u>	<u>Explanation</u>
A	291200T July 67	Activate loading communications
B	301200T July 67	Activate amphibious reconnaissance communications
<sup>ew</sup> C <del>001</del>	31000 <sup>1</sup> 7Z July 67	Activate task group broadcast
D	310800T July 67	Activate movement unit communications
E	010230T AUG 67	Activate assault communications (R-Day)
F	011600T AUG 67	Activate movement unit communications

N-V-3

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## Operation Order

COMPHIBGRU ONE 303-67

G 020230T Aug

Activate Assault  
Communications (D-Day)

H On-call

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious Group ONE

## Tabs:

- a. Radio Frequency Chart-Loading/Amphibious Recon Phase
- b. Radio Frequency Charts-Movement Phase
- c. Radio Frequency Chart-Assault Phase

Authenticated:

  
G. J. DE MARRA

Lieutenant, U. S. Navy  
Flag Secretary

N-V-4

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U. S. Pacific Fleet  
 Commander Amphibious Task Force  
 CTG 176.0 and Commander Amphibious  
 Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z July 67  
 Message Ref: LSLT-9

Operation Order  
 COMPHIBGRU ONE 303-67

Appendix VI to Annex N

Pyrotechnics

1. Pyrotechnic signals for ships and units at sea will be in accordance with the provisions of ACP 168(B).
2. The following signals will be used by the Landing Force ashore.

<u>Signal</u>	<u>Meaning</u>
White Star Parachute	Illumination
White Star Cluster/ Red Smoke Streamer	Cease fire or air strike on friendly troops.
Double Red Star	Aircraft in Distress
Red Star Parachute	Aircraft in Distress
1 Green Pyrotechnic or 1 Green Smoke Streamer	Are you Friendly?
1 White Star Cluster or 1 Red smoke Streamer	Friendly troops here

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force  
 CTG 176.0 and Commander Amphibious Group ONE

Authenticated:

*G. J. De Marra*  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

N-VI-1

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
Message Ref: LSLT-9

Operation Order  
COMPHIBGRU ONE 303-67

Appendix VII to Annex NSmall Boat/Landing Craft Challenge and Reply1. General

a. This appendix is for use during Exercise "Golden Slipper" only. Each table is effective only for the day which is indicated in the table heading.

b. This identification system is not to be used for transmission authentication.

c. This system may be used employing either radio or visual means.

2. Operating Instructions

a. Two elements of time, hours and minutes, are employed by this system. Tables are designed with even minutes in the left vertical column and hours in the top horizontal line.

b. To challenge: Transmit the nearest EVEN minute of local time. (FOR EXAMPLE: 0944, 2030)

c. To reply: Locate and transmit the digraph appearing in the effective table at the point when the column designated by the time in hours and row designated by the time in even minutes intersect.

d. For counterchallenge and counter-reply, the same procedure would be used.

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Operation Order

COMPHIBGRU ONE 303-67

3. Examplesa. Challenge"Grapple C this is Streak N challenge 1316, <sup>vice 1216</sup> over."b. Reply

"Streak N this is Grapple C X-ray-Hotel, out".

NOTE: Table No. 1 used for this example.

4. Destructions

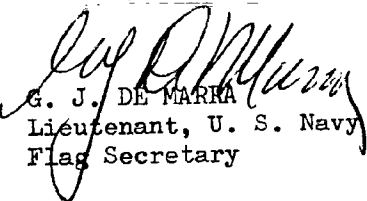
Page will be removed and destroyed immediately at the end of each operating day.

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander, Amphibious Task Force  
 CTG 176.0 and Commander Amphibious Group ONE

Tab:

- a. Table No. 1 - R-Day
- b. Table No. 2 - D-Day
- c. Table No. 3 - D+1
- d. Table No. 4 - D+2
- e. Table No. 5 - D+3
- f. Table No. 6 - D+4
- g. Table No. 7 - Spare (to be used when directed by CATF)

Authenticated:

  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

N-VII-2

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Modified Handling Authorized

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U. S. Pacific Fleet  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
Message Ref: LSLT-9

Operation Order  
COMPHIBGRU ONE 303-67


Tab A to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 1

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
00 AI AY JC FJ CC XE JG UA WO NM CL QF MF NV ZV DS GA ED WM PT SM JE YR KI  
02 OC SE ZW YZ NC RT WE SP FN RD FG RP YQ MW WE ZL OL MF QU GT NA DV WC SR  
04 IL IZ ND JV EO PT UL FC CV IF LH MP UZ KP ME CV UX CD EL PH NZ VN SZ PA  
06 RL BU SN ZD UP XI GH OH PQ YU PM BA VA CI HJ HW RS DK LT OI ZV GO SY WC  
08 SL XU IB LD WE XF LB AS QB ZH VV GB ZL ND GK EI KJ SK MS ER UQ MM IU XJ  
10 FJ IX HY OS NW UM HT MR BL HO DQ IO BV FP EH XG YL UJ QH QA PF FJ RM DV  
12 IR KL OH MG PU NG CM DA BS BY YF SP EZ YB NK ZA LK AI OZ FU IB YU AA RI  
14 SZ QM RW LZ BO YY CY PY VR NT IL CN ON QU JC BX JS NO OD AY RV EO KZ MJ  
16 RZ VY LG XG OE LM MX JP PR KL JK MP XH NJ BT DZ FM LR CK KM CH SH EJ WU  
18 QP LP VO CK TS EB NV PS HL DP BT BL KR QA NZ MZ YA GN ZS WC WT PW ON TF  
20 TC ZA PA BA VA QM AJ XT UI QN BH DC YG PA EA IK JU EQ AH SH OZ KR IX IT  
22 CM IW YN YF IZ A VC WR LX TI AD SN NQ JL GX EO QW EA FR RS IC BT KB EN  
24 KG ET ZR AD DX XX CK DE TK CB JI YG YX LE SI VV OS RA GE GZ DF ZN MS XB  
26 XY WE SZ KD YP WW IM ML OF PU JY OE EL KL WL UJ OT BG PY KI UQ GN HP JD  
28 PJ EF WQ FN VS QC ZC TF JN RJ YT GU SV EG GU ZP NN XK OS PB NS VD BW XR  
30 NC NK GV JU OK ZB OY GQ QU DK KM CY MD NJ TW OZ HG HC KZ VT VI TU MT SQ  
32 XY XJ AU SB UW SI WH QU QM UC EX TJ RM QW CI DQ KU AR VE GR GH EN DL QN  
34 GI OU UT GD NX WJ HJ GP TF DI IT TY NQ JG DZ FJ PP WB VX WB ET RL SJ GJ  
36 EX NM WS KY MV SZ AN QR WX VH UI HJ LU YJ SV FW WH LR ZH IU HV UK GO MT  
38 WZ BN HU SD CA BD KV JL EB RJ XY FO RA AO EZ PR KN UB AK FI SS TC BL RI  
40 MG MU HD PK WE AJ IB WE IN VW GU MO LE GC UL EQ YT WI NZ QK MT EW QH ZE  
42 QK BW VR FF YM SE PX BS IZ HW ME GI JK GP KA MA HW KJ WC FN LP PM JK SO  
44 KW UQ HG UL VZ PW AS ZM UT UO WL AI AB NY TP VA NM GS NM QB CQ IS PB KZ  
46 KH CG SQ TR NY CG NR XA PA MR QS SB AG DQ SK BQ KK HP JX WU RK ZK OA XQ  
48 ZC PZ CV YJ VX YT RD EL UF YK EW BA PU ND ZQ JZ WP QH DF PC KT WW AD WW  
50 HL QG VZ ML PY CV XP VN TQ VR FZ UX UN NB OR EU AB SK DE BS QX VN NI SF  
52 LI NR QI XP UD WR SV UZ TC HV SQ ZV PN NK CV XM YK OZ UN IS RP HR CA VD  
54 EQ MP AW YH KB GL VY RE DC XR YG JG UC HL JY XI AO EZ VZ BN GV MS LF FM  
56 YT RL DI LL PM LS RE CU CH YY NQ HV RJ TR VR TP CS PW ZH CQ DV YA IX PF  
58 NI NQ XR JA JY CT LA IO SN II PC JT WI FN PO GK LP KS CY TF QZ ZJ EK QK

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U. S. Pacific Fleet

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious

Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z July 1967

Message Ref: LSLT-9

Operation Order

COMPHIBGRU ONE 303-67

Tab B to Appendix VII to Annex M

Small Boat/Landing Craft Challenge and Reply Table No. 2

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
ER GP OL MF YU OP MJ OA OZ OJ WC SU FT HT ZU HU NK VJ UR XY ZD ZT FM FG  
02 EQ ZJ KN QE IT UZ GZ WJ UZ OE JY YU DO GP FW PS PW IH YM LU RO XT GS JN  
04 WN ZZ JY VH UD KL FX HC KG RA FB EN EZ LR DB PG JV UF UO HX GS HY XS AT  
06 FF DH LI SN FG FX LS OJ TV ST HA AW BP IZ KI UO TW XW UD XW PW TX EQ FE  
08 GH F O AH WA JK GE QG VP TB DB BB RU FY KO VK MU QX PA LH EX UM IL VJ EV  
10 PM OM KB LY GZ LX HI EH ZI XI GP VJ MV ZE ID JI II SJ DW IX PP TW RW AN  
12 DV LD QI KX LJ WY YG RL BY QT SR DI MK KJ HL HO ZU BF KX HD LQ OW ZM FX  
14 KF IN SA JL JQ SZ KT NW TM YM QZ KQ SP QA PO TV AB KS NB EY UZ DM VB HD  
16 OV RU HC QR RG GV IF QI HM PD NQ VZ QQ ZD PR DM VR UQ WB FX KK VE VY WW  
18 XX ML VN LF FU RB MJ DZ IA XQ IA XQ SM AB KQ YC BS NU EE JD QG KF WT RH  
20 AW HL GR DM UX TQ DW KT UD SO RV CU EA TD GQ QQ EN YS TJ RJ SZ OT QF IH  
22 QP OB LE ZG YB XS UY EV YW FR JY LC RH ZH AM DY SW DV ZG LY OK GF QA ZT  
24 EG MW ZW YZ XS VJ WH LH BH VB UT MA WK GL GT RS RY TZ AC SZ ZH VN OK EO  
26 CU BY KB CL HZ CN PU UE XP YF JN DC CN UC NC BT IU AC XE LC SR HQ UQ PS  
28 KZ GU ID JO NO CT VU BL ZA PC VC OJ HO AA QT YV CX BV KM CU OG VA LW BC  
30 OY JO NJ EO BQ BR CA XZ PP TM PB KE AH WJ XB PJ QD EU AZ PN QS SJ IQ RT  
32 HX GN DX CT SP BA AC KJ BN FV WF GZ QK MH XJ WD CY OZ PX UD JW GD AJ YK  
34 CS HS NV CI WN DQ VI LY HY YL WG EL JG PE OE QG UZ ES NP HJ SH VN RR PN  
36 YZ LQ BT BQ NM EK FF IG DQ MV BK XJ MJ GW HL EQ XJ GU EW TS NM FR TY RJ  
38 KC OC IL CN YT CC OE KN BM ZA UR WH HN LH GW PN SX SS TH JJ MK WE UJ JI  
40 YL ZK LH GW CU MK VY OT ZA QH CQ DS BR DQ IB UW EX QZ BH TJ HV IQ RC SM  
42 NT NZ UJ YL BW UW KE LK FG XD MV NA AA QY YQ UB VT MR JD KU ME SK QD UY  
44 VT QO RP JD LT TP XZ ZS AU BU CF CP OJ SO KO GS PK JZ LP RA PP LK AF GT  
46 HX UI YY PG WD XT EE SC KO EQ PD WP IO YO HV YC WQ TH NI CU RZ VS ME DW  
48 YP CW TO WF PD CN XN AF SW KI YI JC YW CA KB WB OU QK KH FA SP TC TU TP  
50 US UM MQ JG RP RI NM SC DP MM GC HJ BN QC VX YV MG ZF YF SV JE TG TO AA  
52 XT VG UA WW LY HS UC GO IU GE UN RS YV AE DT DA HS EL BE GR LY OK TL FZ  
54 IF AC DN KB ZK BP UY TC RU SQ LI CX RF AF KW XP OG KV SO UL RA XD IN FN  
56 YK NG JG JL IA OD JL BL KZ ZA EM FQ SD QP JY YK GX DU EP JV EV UW RX KQ  
58 WC GY BB OB UQ IA LG TE TN MK NW ZF FN LI QW KX NW SP BJ HT DH RB SY UO


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 Commander Amphibious Task Force  
 CTG 176.0 and Commander Amphibious  
 Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z July 1967  
 Message Ref: LSLT-9

Operation Order  
 COMPHIBGRU ONE 303-67

Tab C to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 3

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
 00 PO AR TQ IE QZ WV HD CY CZ WY XU VZ QR KP FM KI ZP XZ VN HR RJ EC MY UY  
 02 LI OZ HG UV VX LD PV JB CJ BB CG IR XV RL XT NP KF HE KE OD EY CK WT AG  
 04 LOYX AA FV KG AI TY OM IB RQ XD MN GE DD IC WQ TD YU ZM OS GL TQ IE GZ  
 06 DM QP AG QV NA WS KG IE QO LQ FH MR JJ FS YW DF ZO NL KG AY LM LY KY ZT  
 08 HG BZ WJ QN SY RT AG DJ CM XS PC AO UM MA GJ JT HE SB SY CW EP PY WJ NX  
 10 YN VH NS QQ JE YN BU MQ VT UJ VG ZL HY MD HA SZ UX GW KJ VC OQ YE ZM XA  
 12 QN WS HL AV MS ER JV FB IR LM YO UM CW FY MT XR AF AY LU OF VO VY VU YH  
 14 UM QD WK YH OB KB CB TV MA SF JB VT HW HJ BA IC WO HU FF SP AL GO DF NH  
 16 CW JB IM WB BR HA SX BQ DE EC OD VN GZ AT SB XB XC DJ NI AQ TX ZS SG PS  
 18 IH QY RN TY GB RY YZ WD ME KF MD EP QJ WP AG XM AL QB RU PF LF HG DI IS  
 20 EB RH WC SB MC SJ AM AU WC JP NM JL QR TJ TU AO EP AT OF JD EK SL GT SG  
 22 DN KN IX LE GN EO ZT TI XC UO SW XM HP XS ZQ KW SC FV VL YO EF YR SM OI  
 24 BQ BP IO WC ZD JF KM KN IK KR TJ NV UL GK WJ GU NH RC GK DO IN DZ UJ IM  
 26 US PH HO OU EA TK BS BM AQ AL VE PX LY CY OW EZ JR BW WN QH ED JY ES JK  
 28 IT JR OQ DN VI QD HW LO EJ XM XG FQ OG UQ YY VZ NR NV RK ZF IX JA VH WC  
 30 IL HK KM FE YA AO OQ FT LL BE XK EC UM PH DQ LZ QE QG QI UI TF JA VG SL  
 32 TQ QK JR SF SZ RD JU MT JX FD NX KI LG LT KB QY HS AB DM LX WE XM QB FK  
 34 JN CR YO JK PH SY BB BO TA WP WD FT BN MZ XO NQ PC XL SF XV OX XS YP SP  
 36 SZ YZ NI RW TX PQ VH OV HR CF OC WD AJ DE BB AS IT TI MP KF KW ZZ NL JY  
 38 MD DV FS IW YE LN FA PK BS HB YR XM KJ HK SZ XM QO WN JY GX NC DV EW TJ  
 40 UT HK LG SN JE GW LO XR OT SF SM WA ZN PH JR IN TY MO IQ TN CU VA XA IV  
 42 QQ KK GR JE GJ AW SO FM FW WH NP LK AD BE ZN HU HO YA DI RT TJ TS WA CK  
 44 EX NV FR JW VZ IJ MC AK DU FZ JP ON HD DT FO RT ZA CG FK VG RM WA TJ FZ  
 46 VQ UQ WK AW QD BM MU CH OG MN RU NC GW HQ IB UM PQ HJ QC TZ BQ GH DV LR  
 48 MI EO LV EJ IW GK MG MU FJ CA RH AJ BN ED TF FN TZ HI AG TL KK RP OF WP  
 50 EQ US GS SD GZ CO IL BL HZ HV EU CD JB XX FJ TP CZ WC VB NM FO WU YY LC  
 52 YI EB QI HT AQ KT XF ZB QQ II FD QN LE NE BY QU ER KO SN WX MT EX ZL RS  
 54 LB WY YN HR HY JI LK BI NQ YL QV HF PX VD NB KG FP OD HG CK DN XI YG HH  
 56 TA CD LL HL FT XH AA AN FU TS SF JQ IV QP KN ED IX XE JP IB LW DM HE ZH  
 58 OJ BN FZ SV ZO YW PF IF LB CC OU RK AG HC ZA KS ZS EB SY MA PS TP GK HD

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CTG 176.0 and Commander Amphibious

Group ONE

USS ESTES (AGC 12), Flagship

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Operation Order

COMPHIBGRU ONE 303-67

Tab D to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 4

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
 00 DX ZP WW LJ FP JD PV EO SQ RA QW NY RT WP PJ NB CW UW IN OM BI NL JI PK  
 02 LR XB SC SX CY SV WH PJ IZ UV PP AS JU PM JW RA QL CX FJ ZN PD NZ WL JJ  
 04 HP KZ TF SX VQ XQ EM KB SU NA IC TP ZC JW LH XA TC NZ DS NC VA IX JZ IU  
 06 UM DV PQ TJ YD BO MC MQ ID NK QM JR KT ES CJ TC QQ VW ZN HB IB CQ VL DA  
 08 YG WH TJ RJ BS HW VQ SE EY BC WX RV CS PU MC SF FT HV YX AV SJ JS QI TR  
 10 QW HS QG KM JZ JZ IT JK MU CX FG EG JI MA OP MI TA VQ WG AC PS QH NN DQ  
 12 PC YJ GV SC PC RT XA ZZ ID RM UJ UE NP MJ RR ZV WA TP TQ MG OJ VL RG DX  
 14 BU JD BV QQ DR AV NU YJ KW TA XV OW CD XB RG JI OB RN MY TP CS JC NC PB  
 16 SI QS YH NX AW AD QF KL QN EF WJ DP MR HA BP AE DK TA AR ZM CU VX XT DA  
 18 US PM FD YA VQ RO VG ZC QK YI FP AN QE GO TD US ZM VX UD NF MU OX RG FG  
 20 DF OG JX RV NS YW KN MA PD RK DX JM PS NI BH LQ RL TP GE NE QI CP QZ DF  
 22 JM IR HY MZ CK EI NP NR SL XO PY NA BT UB YW VY BY CQ MA IX HD BY JI BX  
 24 QX JZ OB HU EB JT ND UR VZ UH CX TE TN KZ XZ LO GL VJ GQ XR GQ WO PE SF  
 26 SC YZ VH VY TL BD AW PN WV BO JY RY YK WM HV TS YW JP UE VY HB XX FP UQ  
 28 PV PK KJ SL YR YB IB NH XC VB XT RF CP WL AK WQ BT VR CK ZS EX IG MG OH  
 30 OY RA CV FG KS TW YQ LI LH WA CG LG KM JJ GQ UV GO QU PN EJ ZI IP XM JE  
 32 ML AZ US KI VA OP RQ CD CL YO GD HO JD OL RH EC RC RY EK WQ UN VD UO EJ  
 34 DO PP WY JP OZ NY UM HA MW RD BJ UF EC UY MT UF UN XS WA RN DX CI NE TH  
 36 IC PT NT XU BR WK YD PV PE CR PP SC TK KV MW FK JF YC UI DT DH UP GR CJ  
 38 TA QO RC ML CR NB XI PC PO FG WY GX AH ZU AS QC IQ BT KQ OL BY ZL BX SM  
 40 TB YM FD ON RB ZO IO NJ EI FP XS VG KE SG YY TB GA IF FP DC IC SM MP IL  
 42 JF SC RB IX LM OS VV IT KZ ON CV IU ED RG PB PC TB NM AA BH RZ PG ZO LN  
 44 SO ZA CF QK MV TD DR TB CQ YQ IC ZS DB XU MO YU MG KD HO QP AI MQ SV UD  
 46 KV NI QO AO QF XO EO MY VZ JQ AJ ZX DK TI TL RA QU QV YZ OL VI TW OQ BQ  
 48 UV UI WR QU AX WO JY IN YN LG FJ HK DD ML LO DA BY FT GT LX GU SN MB CU  
 50 HA FQ TW CH YL AJ JK DX LO ZZ TW AQ YB RH ZN XQ WE LW LB SG GU OT UG CT  
 52 YT NP CL HF JA LT LD JP AH SC WT LC HR FN ZV YX LC GM UQ RX ZA VT CR PC  
 54 FR AT HB YC EG YH SV XC QY KO ZP LE YW VF BN RY UV DQ TH QV ZN PG NA YX  
 56 EN JS ZS CD MW BW CT VH EU KQ UU HN NS EJ BA DQ RC PG IO JO QX NI BI GC  
 58 KO SA UQ YS IQ KL JW NR DD DR SN VK VS HQ UG BY XJ ML QJ IW HU PJ FK QE


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Group ONE  
USS ESTES (ACG 12), Flagship  
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Operation Order  
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Tab E to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 5

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
00 KI SR PA WC XJ DV RI MU WU TF IT EN XB JD XR SQ QN GJ MT RI ZE SO KZ XQ  
02 WW SE VD FM OF QK FG JN AT FE EV AN FX HD WW RH IH ZT EO PS BC RT YK PN  
04 RJ JB SM UY GT DW TP AA FZ FN KQ UO UY AC GZ ZI NX XA YH NH PS IS SG OI  
06 IM JK WG SL FK SP JY TJ IV CK FZ LR WF LC RS HH ZH HD WP WL PU AF FM EY  
08 PV JA VY HH OG EN DJ XK CY UC DA HK HN MH AW TR AY FX FU LZ CX RS SN HZ  
10 AH QU VB UU WC VG MH FP KT EU FE DL FT DO CE HI QU GM PH WT VS PL MC HY  
12 AT ED FB ES HX SJ SD MQ DQ VI XD UF JI TO PN FR VG TW ZZ ZE NF NM FW EJ  
14 ZS DA KA ZW CS DL YF QL IJ AZ ZX EV YS BE LY QO IY CC GM YH GP AE ON SV  
16 CL OQ NO II EB LL CX IG ON KB XM LN QT CL BG MW IN FE AR HS WD XM FR RX  
18 UT XW HP ST XN LL LV KG XV OT MB EC DN ZQ AA FL US DC IM QD OX WB XF SQ  
20 QV JZ WL YT CF SS SP SZ EM XA OR KC LD IC XF ZR MF LR OS PL XH WD OM ME  
22 YC BA FX IB MK KE PJ VR CH NF ED WD YS NR JH WU TL KH KX DL AW VA JE HR  
24 AW GE QI ZJ GA LJ TE PG UM ZX KD FI IH EG BX EO AM BH WC MV XJ GI FG DF  
26 UF XX PU YW IP DJ KV SY BE RR UP GZ QY HA MQ NE PA VO RM VT RV WL UU WT  
28 TD GM VA YK YQ EL ET NP BY JI BD IM DG FI YK DL SE JV ZL IV PV XG XK GC  
30 SO ZD NK OQ QH HU CH OU YW YT FA GO CX QH CY MU ML CM RL DW HT OT AV XT  
32 XR IY BP YO LV KD GQ YA WZ YB JX MP XT UK WG WY XO FV ML AO KX TB SO DT  
34 YZ YM AY JL NY AE HN UG NS EZ WU DK HD RB XD DL TA IR YW VT GJ ZA EZ GN  
36 NPZ LU RU DS TP ZE WY EA EP YN NW EN ST XX BG SD PY ME ME WC HK KV IB  
38 NL SN ZU RI XT HL HE OL OJ TI OB FB ND NE KH UX HT CK EW OP WT BT QG JU  
40 NN KS IT NZ RX BX OT ZB QE AL IK FL KS DU KB PW UQ UP UK GS XK LV ZG OF  
42 PK AK DJ RA DH CG LV MN DX UQ ZI DG QV ZE KZ HJ DK OJ QS VI GU YE FQ KE  
44 ED EM JS AG JY KU TV PP UT VB IH HS CQ QB MW HG CQ AT HO CW JU RD VS OB  
46 NQ OV GZ GI US MT NM HU AV FF UW YH AS JS XT OU FL CK MD OB JS FW LA WO  
48 JL QM NX HO YE EW IB FZ EN LD UP CJ LV BG XE FX HP LJ CR LG SB ZI BK HS  
50 WX IM QR OC PW YJ VA WE AF WG SF GZ HK GI YI TF DG HQ DV EU WQ GY UL OX  
52 MB ZN US YK GS UQ QW BU UN LD PZ AU UJ ET ZH TN CN ET HF DE LI SQ LX EH  
54 OH LC NC RK FQ GQ SC ZO OR RF KM VV QU BV XD UU TX BG PI PJ OZ WF SK MO  
56 SB CF IY BN OG TS QT FR WK LU MD OT ZW YJ IS DD YY HT IG CT HU YR JP YV  
58 DB RH HX GI TI IE RC HQ RD DE US PI YI NU QF UU WH BE LR FR FZ BV ZH IJ

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CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
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Operation Order  
COMPHIBGRU ONE 303-67


Tab F to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 6

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
00 PJ YQ RL AB ZG BJ YU TL UO OJ XA OB VA EJ YP PT DY XF MA YL WI JZ SS SS  
02 FI HJ RG AH PJ OW YH DU SW NF YF SK KY YU DV KY KS AM AS JX SH SD QB VI  
04 JE LB PY XS DB DR ZN RG TU YT RS ZA QT GO HE ZM AH EO ZZ BD AV KB FG YA  
06 EL CD GM WE JW BL SH XD WX MU ZB EC BN DW CB GO CE MD AS SX JN FJ HS ZM  
08 HC GK UF UD IY FS BZ VX IT GD OP NZ NJ RC XI II GD ZV ZC SW FT JL BP YP  
10 RR YQ PA AS JC KI YB LH RA AD MF AB UJ EH FQ GQ BF WI HL DZ DA HL BV BQ  
12 OP GW MY YA IH BX EZ EQ ZN UZ ED YW FL IG QK WX NO ML UX XN MA CH GE SX  
14 QE WA BG XG OQ HQ QP YF QZ EW GH JO TU FK YI DD SW DP LO RG JL ON FN KZ  
16 VV RH DX IV GI EX AU IO GE RR RS JF WF LJ SZ BK VY SC JN IM SY GO PX AS  
18 ZS KT IO XZ GK OO VE GS OT WP KV QC DF YA YM XS GT HN KA KC UP PQ PS NS  
20 WQ BI AM ID OO ZN BT MJ GL SY PA IM LA HD UB OQ CV EM LX RM XR IR NJ FY  
22 VS BF JZ UI EK PY PV OI RG DM XC KO HP BS HD BM CJ AE OA MM JR JV OJ CU  
24 GY LY WG JG SW ZP IX EU WY MW ZM XE ZZ EK SG GQ SY GY GG TK JG SD FH TL  
26 JQ PV RY TI YU ZN HG NK EF PO JW AO MQ NV UL UQ ZH MQ ZG TS RP VC PK FD  
28 BV AE JM XP VT UR PW BM QM PS YZ BU JO VF CX IC UR ZY WF WZ YG ZU ZB FY  
30 JK UX JX PV GZ TA CH JE RR BA XF RZ VI SX BY PE RR FU KR HW SF DD JU KI  
32 MZ AR UV UO AQ NC UU VG KI ZJ GG EV FB TZ MA IG VH CY AU VZ DM ZK OE FK  
34 VN HA EY QX YB EC BM ZK VQ AR RK DW CA KO TT IV SO QO PX LO RZ HV MP CP  
36 GS RL PV KM EO PN LC DU ZV NN DJ ZG BQ WR KX PJ QM BB DM IP NW KV JN TL  
38 JX MF EP FE DY QA BN IX AX AM QW SY HB TP ZU WW MQ AQ UU YU QH ID MF SH  
40 XU BD RA IC LS GW YL JY SV VC EL RG HU HB ZJ QF XH ZW TG ST XH RG ES CX  
42 AR KD YU XA QJ JD UV OQ ZN UP CF AT PJ WW FD JC AO RJ SD IZ QG XA WA LP  
44 JG TQ ZE XC IK FJ KU PR ZN QR CS IA YF DS UU UY ZM TC MQ MR LA HG EU CI  
46 EG HK CE AZ IP BV RN DQ ND EI BV RN KW QX PQ WO MG LS WN EF OT OK GH DE  
48 TQ DH WV MY JX AC DR IO CB FV ND EU PP SA CY EC IX ZY VY LL XH VM XS HK  
50 QS ZC BQ EA CM BS LQ LP YT AH IE PG SM DU GC YQ WA EA CQ GX PD ZI JF AX  
52 OZ VD IC RZ OE OL FH JD GB PT BJ GQ MJ OI HD AS EB CE KY ZX DL KE DI AI  
54 NN GW WV JO RI DH HV MG GA GA EE NG RD NZ DM ER XM UU JI NK UR BU CS EL  
56 VI VJ CO AH LI JV PM ZG XE YN CR ZC AM MM JG UW PI YS CT VD EF XH VI XS  
58 EK WL SU QP DM RB HD FJ CP XY EX VZ RR KR SQ JE PT IZ BK ME QA BI MQ GJ

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CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
DTG: 171600Z July 1967  
Message Ref: LSIT-9

Operation Order  
COMPHIBGRU ONE 303-67


Tab G to Appendix VII to Annex N

Small Boat/Landing Craft Challenge and Reply Table No. 7

00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23  
00 BM PL YK RY DG HY CQ MV EZ UO VY VM FW BQ TK XL WZ GW PX BI UX HF JK MV  
02 NR YG MD NF ZB AR RU KG LP ZM SU VT AU EB RM AQ DB PT DY YP EO XV IH BC  
04 KC IZ BL YB PA MG CY WK AB YH KT NP PE WM BS TD GA QZ EQ CA LM BG PA FR  
06 IR FB JB CE AF AR XR DX ZX BZ QD EU MG VS FZ RO BX OM VM UK QE FJ WX FT  
08 FO DB CC LV BP VB CJ WN QS YU JB NX UH GN ET XC OS EG CA SY MU WX TE KA  
10 SS NA IF JB UA AM TC UR XI FR VT CZ JR LX RC TL MR JT HW RH LM LD BW VZ  
12 UQ WR IN OM XV OR UP EK GY OJ JZ RJ TU NM JD XH QS NV XH TP GW SR KI RA  
14 XA IJ OX WG XS TJ KE FT JN RZ UC JC JZ IH YU AZ WY DN EM UF AS HM QL ZH  
16 WX QS TS XQ LM CM FR FT ZP XY BN BY YE LI LM CL OW EV TF ZZ DD SA VW TE  
18 CV TC SY RB SE CD OO QZ OX CD KY EW AD KN TF SM QY QN RC DU NR TF XM OT  
20 WZ KK BC HP OE JZ BY GM ZH FQ ZZ SU QA TA YA OM SH GN SE HM JQ QI OO BM  
22 TJ HW EU NI MP SA MV HM JA IS TZ HX PX LG VA HX KZ ZB FA PB JW GG NU SJ  
24 TG CL EK VA KV KZ HI PD MA MH ES FF OB AE DT LM AY DK OL KZ NP JU EP PR  
26 TP ID MD NO PF FD UF LZ DE EA YE SI NW AF KG EZ XP GJ CP JE OS TK YD NY  
28 MB MG XX NE FW IQ OS SD QG BI RX DK TK MY MI KU SW LT WQ AJ PQ NI XB KC  
30 AQ RD GU DO DC MV CR KC LZ JR AQ WD KW GP VJ YJ TN KK BS AS XF LJ BP WR  
32 TI QF FQ EP SI NS CM MZ NK AE KI VZ OM RX BK CI NV SN ZQ HR SE DG UQ ZF  
34 ZL SE QD EI VZ TE DD KC IF DG AW CY WK HJ YW PS ZW IP LV XR LR DI XB OH  
36 QD ZZ CV HA GJ WJ YM CM JC QL TX JC JI KW KY TW ES NI OM DI XR NP PK VC  
38 VH MX FA LM WU QY PM IP RB PE EN IJ QD TG JH VJ TK MB EW EM NE GO DG MS  
40 TW SF LD EE AU NI RV XN XQ XA IC CP ZD TM YY NB FJ KG UF MA LZ EO YH XO  
42 ET ES WK JW ZS WJ VQ OT YP RV IC OQ BW RB MM VX AA DE PU AE CH QE NF TE  
44 FD DM MV ZY KA RB GK FF DF SE ED RJ MM SV BF IM RV NZ NE TG NQ JY XW XT  
46 MU JH UB MN VH AV TX NX HE UB CW OF XT GO YV TO BP FO SL JC PB VZ ON SD  
48 MH QB DM XQ EN OI XE XV FS VV MW IH GB IS MV DM RJ NL HM PQ NQ TT PB NX  
50 TP XV ZC KH RA GD KH RR HF RP OW OC UY NQ JH DR GP GS PJ WL MV VI HM TG  
52 FU LB FV TL EZ JO CC CQ BD GF BV ZD ON TC HQ OA IO MZ AB AY IS LI OT ZE  
54 VB OY JX SW PA ZJ MV WH DB FH UE OB OS JM VO YH EF WN NV RI DW XF AY WY  
56 PR FE OI CL AG JY KJ MP KM IB TC CG WA CZ OR UF UW AT NG UA HY CW MB KA  
58 QJ PV YW UU RL VJ AG AI CK QY NX UT HW DE VB PT OM EM LR MD GK PB KW AR

J. T. BURKE, Jr.  
Rear Admiral U. S. Navy  
Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU CNE 303-67

(2) CATG will submit a circuit report to USS IWO JIMA using format outline in 1. F (1) above at 0700Z and 2000Z daily.

(3) Transmission will commence 4 hours prior to sortie on assigned frequency.

(4) CATG will report when satisfactorily copying FAX signal. At this time USS IWO JIMA may send material as appropriate.

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force

CTG 176.0 and Commander Amphibious Group ONE

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Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force  
CTG 176.0 and Commander  
Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
Message Ref: LSLT-9

Operation Order

COMPHIBGRU ONE 303-67

Appendix VIII to Annex NFacsimile Broadcast1. CATG FAX SEND

a. CATG will activate the Task Group FAX Broadcast (N13/N14) 4 hours prior to sortie. At this time all ships with FAX receive capability will commence copying this broadcast.

b. The TG (FAX) B will be operated as a 120 scans per minute radio FAX broadcast.

c. The TG (FAX) B will be uncovered.

d. Frequency: See Appendix V, this Annex.

e. Operation of the TG (FAX) B

(1) Four hours prior to sortie CTG 176.0 will commence transmission of test material on assigned frequency.

(2) Each ship will report to CTG 176.0 when they are satisfactorily copying the TG (FAX) B test.

(3) After all subscribers have reported that they are copying the TG (FAX) B test, CATG may send weather and beach survey charts.

(4) All material sent on the TG (FAX) B will be numbered sequentially using letter designation "GS FAX XMT" followed by a number.

(5) CATG will immediately retransmit all weather charts received from the fleet weather facility.

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COMPHIBGRU ONE 303-67

## f. Reports/Records

(1) Each subscriber to the TG (FAX) B will submit a circuit status report to CYG 176.0 at 0700Z and 2000Z daily. This report will be unclassified and will use the following format:

FM:

TO: CTG 176.0

UNCLAS

TG (FAX) B RPT # \_\_\_\_\_

1. (RELIABILITY \_\_\_\_\_ USE OPERATION SIGNAL)
2. (MISSING NUMBERS, LISTED NUMERICAL SEQUENCE)
3. (COMMENTS)

(2) No reruns will be made unless specifically requested.  
No files will be required after termination of the exercise.

## g. Equipment Casualty

(1) If CATG experiences an equipment failure, all subscribers will be notified via TG CMD CKTS (N1, N2, N3).

(2) If a subscriber to the TG (FAX) B experiences an equipment failure CATG will be notified in the next circuit status report, reflecting the circuit outage time, type of casualty and any other pertinent comments.

2. CATG FAX Receive

a. The USS IWO JIMA will send test or other unclassified material to CATG via FAX, operated at 120 scans per minute.

b. Frequency: See Appendix V this Annex.

c. Operation of CATG FAX receive.

(1) All material sent to CATG will be numbered sequentially using letter designation "GS FAX RCV" followed by a number.

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Commander Amphibious Task Force  
CTG 176.0 and Commander Amphibious  
Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z July 1967  
Message Ref: LSLT-9

Operation Order

COMPHIBGRU ONE 303-67

Appendix IX to Annex NRadio Relay/Underwater Wire Plan

Reference: COMPHIBPAC INST 02360.1

1. General

An integrated radio relay/underwater wire system will be installed in the transport area to provide communications between:

- a. CATF
- b. Commander Transport Unit
- c. Primary Control Ship
- d. Secondary Control Ship
- e. Shore Party Command Post Ashore

2. Equipment

Naval Beach Group ONE will furnish the required telephone equipment to representatives of the HENRICO, POINT DEFIANCE and CABILDO prior to 30 July 1967.

3. Training

Naval Beach Group ONE will provide instruction in the installation of the underwater wire system for representatives of the ESTES, HERRICO, POINT DEFIANCE and CABILDO prior to 30 July 1967. Commanding Officer Naval Beach Group ONE will coordinate above instruction and report its completion to CATF.

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4. Installation

a. See Tab A - Installation Diagram

b. Radio Relay

A radio relay link will be established between the Estes and Henrico employing the AN/GRC-10 equipment. Estes will transmit on 62.5 MCS, Henrico will transmit on 68.5 MCS. This link will be activated upon the lifting of radio silence.

c. Wire

(1) Prior to the arrival in the objective area each ship involved install and test wire lines from bow and stern to prospective telephone locations.

(2) Individual ships, less the PCS, place telephone marker bouy two ship-lengths from anchor point.

(3) Beachmaster install and maintain the following:

(a) Seabouy

(b) Cable from Shore Party Switchboard to seabouy.

(4) Beachmaster will test cable every 30 minutes once installation has been completed.

(5) Wire team from Estes will lay lines from the seabouy as follows:

1 line to Point Defiance

1 line to Cabildo

2 lines to Henrico

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Operation Order  
COMPHIBGRU ONE 303-67d. System Integration

Henrico will terminate the 2 lines provided in their switchboard. Henrico will interconnect radio relay equipment (AN/GRC-10) and switchboard.

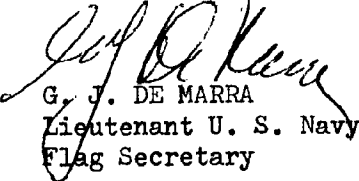
5. Operating Instructions

- a. Voice call signs will be used
- b. This system is not secure.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force,  
CTG 176.0 and Commander Amphibious Group ONE

Tab: A- Installation Diagram

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Lieutenant U. S. Navy  
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Commander Amphibious Task Force

CTG 176.0 and Commander

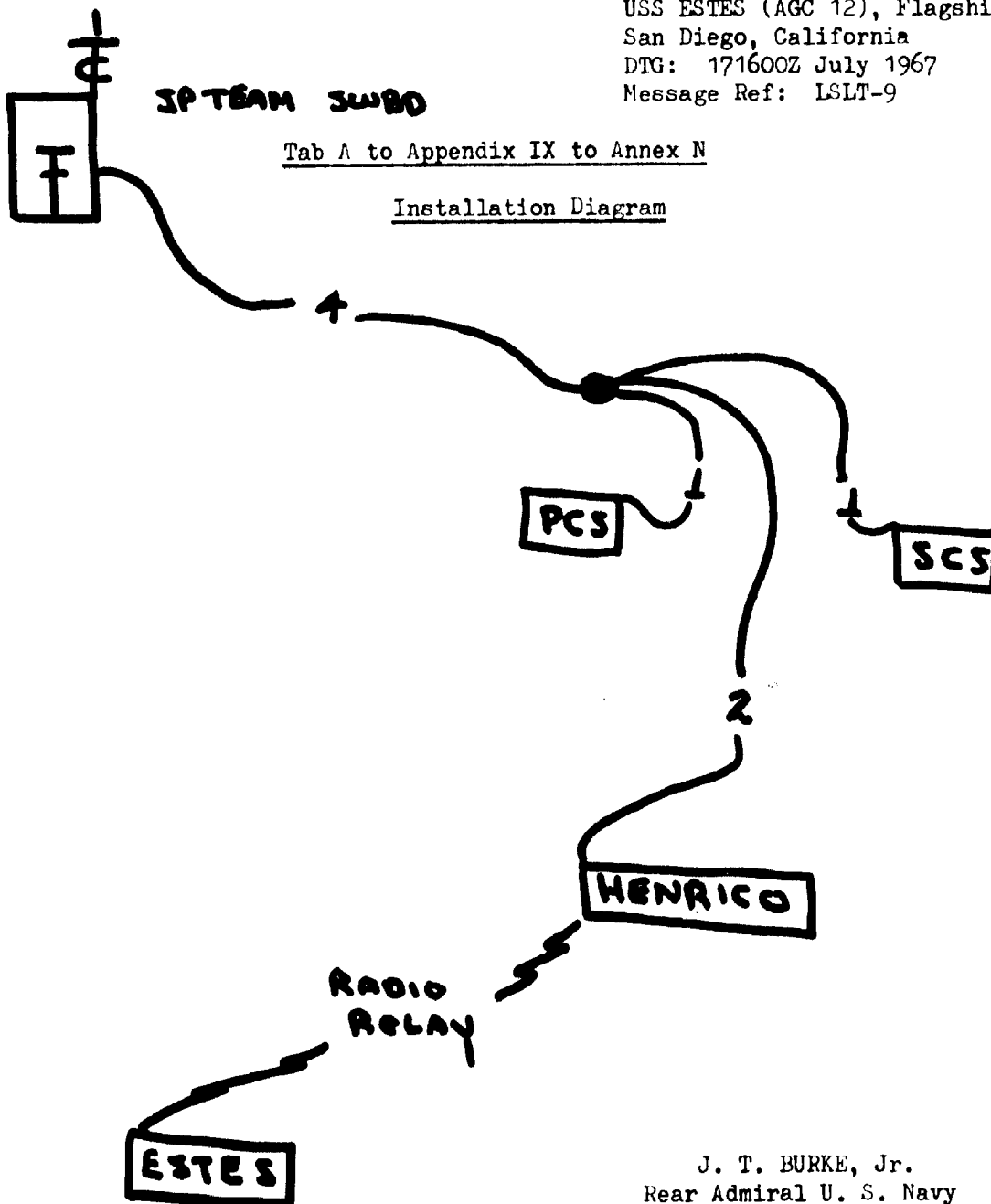
Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z July 1967

Message Ref: LSLT-9



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 G. J. DE MARRA  
 Lieutenant U. S. Navy  
 Flag Secretary

J. T. BURKE, Jr.  
 Rear Admiral U. S. Navy  
 Commander Amphibious Task Force  
 CTG 176.0 and Commander Amphibious Group ONE

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Operation Order  
 COMPHIRGRU ONE 303-67

U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 67  
 Msg Ref: ISLT-9

Annex OElectronic Warfare

Zone Time: Tango (+7)

1. General. Electronic Warfare will be conducted in accordance with Annex H to COMFIRSTFLT OPORD 201-(YR), NWP 33(A), and ACP 178 and as modified or amplified herein.
2. Scope. Electronic Warfare involves the employment of all types of electronic devices and the control of radiation from all electronic devices including communications equipment (susceptible to detection). Electronic Warfare includes electronic counter-measures (ECM), electronic counter-countermeasures (ECCM) and electronic intelligence (ELINT).
3. Agency. The agency for accomplishing the above is the Electronic Warfare Center (whether an integral part of CIC or a separate space) and its assigned personnel.
4. Electronic Warfare Center.
  - a. EW procedures contained in Annex H to COMFIRSTFLT OPORD 201-(YR), NWP 33(A), ACP 178 and this Annex.
  - b. EW communications procedures in accordance with ACP 165B, NWP 16(B), NWP 31, NWP 33(A) and ATP 1(A), Volumes I and II.
5. EW Control Ship and ECM Intercept Guardships.
  - a. ESTES (AGC 12) is EW Control Ship for TG 176.0. An Electronic Warfare Control Center will be established in ESTES. ESTES will transmit evaluated EW information to OTC, subject to the conditions of electronic silence in effect. ESTES assign guardships, effective 0001 (local) daily.
  - b. Ships with an intercept search capability, but not specifically assigned a guard, search throughout the limits of capability.
  - c. ECCM intercept guardships maintain intercept logs and submit

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COMPHIBGRU ONE 303-67

reports to the EW control ship in accordance with Appendix I to NWP 33(A).

6. Active ECM.

a. It cannot be over emphasized that ALL active electronic counter-measures are detectable. Active ECM includes electronic jamming and electronic deception.

b. Use active ECM only as directed by CTG 176.0

c. Tactical control of active ECM and the reporting of ECM information and data, in accordance with NWP 33(A), will be made over the Primary Reporting Circuit.

d. Maintain active ECM logs in accordance with NWP 33(A).

7. Counter-Countermeasures.

a. The enemy is expected to employ suitable intercept equipment for searching the frequency spectrum of friendly radiations. He can be expected to have the most probable operational frequencies under constant surveillance.

b. Either deliberate or accidental interference may be expected on any frequency of electronic equipment. OTC will shift to other authorized frequencies as necessary to carry out command functions.

c. Operators make every effort to copy through interference before shifting frequency and should not be misled by atmosphere. Familiarity with the details of jamming and with the practice of anti-jamming techniques as outlined in NWP 16(B) is mandatory.

d. Report immediately to the OTC the radio net or radar being jammed and the type of jamming, using visual means or such radio circuits as conditions of EMCON permit. "Blind" transmissions shall be continued on the jammed circuit. Submit further details in accordance with Appendix E of NWP 33(A).

e. Particular care shall be taken to deny to the enemy information regarding the effectiveness of jamming.

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8. Radar Guard Assignments.

a. CTU 176.0.3, the OTC of the Movement Unit will assign radar guards during movement in accordance with section B130, Appendix B of NWP 33(A), effective 0001 (local) daily.

b. A time sharing plan shown in Appendix IV will be used as directed by the OTC.

9. Electronic Recognition and Identification.

a. MK X IFF (SIF) will be employed within the limitations of the effective EMCON.

b. Mode/Code assignments in accordance with effective CINCPACFLT Notice 002380.

c. Aircraft mode/code assignments in accordance with Annex H.

d. General instructions for recognition and identification are in JANAP/ACP 150 - 160 series.

10. TACAN.

a. Operate TACAN in accordance with NWP 16(B).

b. ESTES, assigned channel 1; IWO JIMA, assigned channel 10.

c. TACAN will be kept in "standby" when periods of electronic silence are imposed. Consideration must be given to the enemy's ability to "home" on TACAN in each instance of activation.

11. Employment of Electronic Equipment.a. Restrictions.

D Due to electronic interference (usually radar) and radiation hazards (high powered communications equipment), restrictions must be imposed on the operations of radars and radios. The severity of the interference and/or hazard varies with the type of equipment, its operating frequency, power output and/or distance separating the equipment from other electronic or rocket/missile installations.

12. Equipment Casualties.

a. Subject to the EMCON conditions prescribed, each ship immediately

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report to the OTC electronic equipment casualties which prevent accomplishment of the electronic task(s) assigned. Estimated time of repair shall be included in this report. Use visual communications when EMCON conditions preclude use of the reporting net.

b. Significant equipment failures of a non-temporary nature will be the subject of a message casualty report (CASREP) in accordance with NWIP 10-1, effective ALPACFLT's and the appropriate TYCOMINST.

13. Electronic Silence.

a. Commanding Officers are authorized to radiate as necessary for safety or for the accomplishment of essential operations which require the use of electronic equipment.

b. Conditions of electronic silence in accordance with the EMCON Plan in Appendix I to this Annex, or as directed by CTG 176.0.

c. Insure maximum reduction of unwanted radiation in compliance with article 323 of NWP 16(B).

d. If necessary to break electronic silence, limit transmission to a minimum in both power and number.

e. When a condition of electronic silence has been broken, it will be immediately re-imposed as soon as essential needs have been met.

f. Breaking of electronic silence is not an authorization for general lifting of electronic silence and miscellaneous transmissions on a wholesale basis.

14. Reporting Procedures.a. Tactical Reporting.

(1) Ships obtaining a contact by electronic or visual means report that contact immediately, if not previously reported, to the OTC by visual means if effective EMCON restricts the use of radio.

(2) Submit tactical EW reports promptly. Send analyzed and evaluated information as amplifying reports. Procedures in accordance with Table E-1 of NWP 33(A).

16. Employ the Primary ~~Report~~ Circuit for coordination of reporting of electronic warfare information.

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17. No false SAR incidents will be created.

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Appendices:

- I AMCON Plan
  - Tab A - Letter Indicators for Categories of Emission Status
- II Emission Characteristics
  - Tab A - Electronic Equipment Installations
  - B - Shipboard Emitter Nomenclature and Characteristics
- III Time Sharing Plan

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Lieutenant, U. S. Navy  
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Operation Order  
COMPHIBGRU ONE 303-67

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9

Appendix I to Annex O

EMCON Plan

EMCON Plan

BASIC CONDITIONS TACTICAL SITUATION	UNIT INDEX NUMBER	EQUIPMENT CATEGORY	COMM										SEARCH/HF NAVAL RADAR	NAV AIDS ID AIDS	SONICS	BASIC CONDITION													
			00 ALL RAD EQUIPMENT	10 ALL TRANSMITTERS	11 LF (30-300 MCS)	12 MF (0.3-3 MCS)	13 HF (3-30 MCS)	14 VHF (30-225 MCS)	15 UHF (225-100 MCS)	17 SECURE TELETYPE	20 ALL RADARS	21 10-11 GCS	22 8.5-9.6 GCS	23 5.4-5.9 GCS	24 2.9-3.6 GCS		25 0.2-1.4 GCS	40 ALL EQUIPMENT	41 IFF INTERROGATOR	42 IFF TRANSPONDER	43 TACAN	44 HOMERS (1F/UHF)	45 METEOROLOGICAL AIDS	50 ALL EQUIPMENT	51 SONAR	52 FATHOMETER	53 UW TELEPHONE	54 NOISE MAKER	55 SIMULATORS
		INDEX NUMBER	00	10	11	12	13	14	15	17	20	21	22	23	24	25	40	41	42	43	44	45	50	51	52	53	54	55	
A SORTIE	A A	AMPHIBIOUS MOVEMENT UNIT			I	I	I	I	T	T			S	I	S	S	Z						T						A
B MOVEMENT TO REHEARSAL AND OBJECTIVE AREA	B A	MOVEMENT UNIT			S	S	S	S	I	T	I						Z						T						B
C R-3 TO R-HOUR H-3 TO H-HOUR	C A	TRANSPORT UNIT			I	I	I	I	I	T		S	I	S	S		Z						T						C

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Flag Secretary

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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U. S. Pacific Fleet  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE  
 USS ESTES (AGC 12), Flagship  
 San Diego, California  
 DTG: 171600Z JULY 67  
 Msg Ref: LSLT-9

Tab A to Appendix I to Annex OLetter Indicators for Categories of Emission Status

Letter Indicators	Emission Status
ECHO	Operation is authorized in emergency situations.
FOXTROT	Operation of IFF only, without radiation of parent radar, is authorized for air control station keeping purpose.
GOLF	Intermittent operation, by guardship only, is directed.
INDIA	Intermittent operation (minimum radiation) is authorized. Time sharing plan will normally be designated.
JULIETT	Operate as pre-briefed (or as follows).
MIKE	Operation is authorized for purposes of maintenance, (Missile Guidance Systems operate at highest degree of elevation).
OSCAR	Operation (minimum use as necessary) is authorized for accomplishment of the assigned task.
PAPA	Intermittent operation (minimum use as necessary) during periods of reduced visibility as authorized.
SIERRA	Silence (no transmission authorized). For aircraft, no emission authorized within 150 miles of CVA.
TANGO	Radio transmissions are authorized on specific frequency band or on designated circuit.
UNIFORM	Cancel all previous (or the following) EMCON orders.
VICTOR	Intermittent operation (minimum use as necessary)

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Operation Order

COMPHIBGRU ONE 303-67

Letter

Indicator                      Emission Status

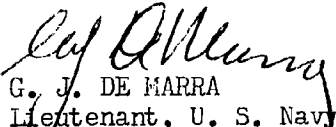
during flight operations is authorized.

WHISKEY                      .... Operation during flight operation is authorized.

ZULU                         ... Operation is directed.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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Lieutenant, U. S. Navy  
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Operation Order  
COMPHIBGRU ONE 303-67U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JULY 67  
Msg Ref: LSLT-9Appendix II to Annex OEmission Characteristics

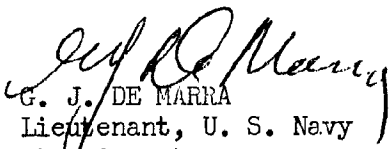
1. A tabulation of ships electronic equipment is shown in Tab A to this Appendix.
2. Tab B to this Appendix defines the emission characteristics of electronics equipment used by TG 176.0.

J. T. BURKE, Jr.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Tabs:

- A - Electronic Equipment Installations
- B - Shipboard Emitter Nomenclature and Characteristics

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Lieutenant, U. S. Navy  
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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Tab A to Appendix II to Annex OElectronic Equipment Installations

Ship	Surface	Air	ECM	Other
CABILDO	SPS-10E	---	---	UQN-1
CAVALIER	SPS-10	SPS-6E	BLR-1	UQN-1
ESTES	SPS-10B	SPS-43 SPS-30	SLR-10 WLR-1 ULQ-6A	URD-4/SRN-6/UQN-1
IWO JIMA	SPS-10D	SPS-40	WLR-1 ULQ-6A WLR-3 SLR-10	UQN-1/SPN-6/URD-4/SRN-6
JEROME CTY	SPS 21-D	---	---	UQN-1
MADDOX	SPS-10B	SPS-40	BLR-1	UQN-1/UQC-1/SQS-32A
OKANOGAN	SPS-10E	SPS-6C	BLR-1	UQN-1
SHELTON	SPS-10D	SPS-29	WLR-1 ULQ-5(3) ULQ-6A	UQN-1/UQC-1/SQS-23
SUMMIT CTY	SPS-21B	---	---	UQN-1
WHETSTONE	SPS-10D	---	---	UQN-1

J. T. BURKE, Jr.

Rear Admiral, U. S. Navy

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

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Lieutenant, U. S. Navy

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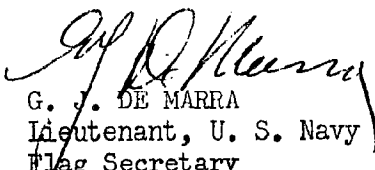
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Operation Order USS ESTES (AGC 12), Flagship  
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 DTG: 171600Z JULY 67  
 Msg Ref: LSLT- 9

Tab B to Appendix II to Annex OShipboard Emitter Nomenclature and Characteristics

<u>Equipment</u>	<u>Frequency</u>	<u>PRR</u>	<u>PW</u>	<u>Use</u>
SPS 6	1220 - 1350	135 - 165 540 - 660	4	AS
SPS 10	5450 - 5825	625 - 650	1.25, 0.25	SS
SPS 21	5500 - 5600	1500	0.2	SS
SPS 29	215 - 225	300	10	AS
SPS 30	3430 - 3570	200, 300	12	AS & HF
SPS 40	400 - 450	300	60	AS
SPS 41	9345 - 9405	624 1600	4 0.1	SS
SPS 43	205 - 225	230 - 250 300	200 200	AS

J. T. BURKE, Jr.  
 Rear Admiral, U. S. Navy  
 Commander Amphibious Task Force, CTG 176.0,  
 and Commander Amphibious Group ONE

Authenticated:

  
 G. J. DE MARRA  
 Lieutenant, U. S. Navy  
 Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: ISLT-9

Appendix III to Annex O

Time Sharing Plan

Plan	Operate	Silent	Operate	Silent	Operate	Silent	Operate	Silent	Operate
1		0-3	3-15	15-21	21-26	26-37	37-42	42-52	52-60
2	0-10	10-20	20-25	25-30	30-36	36-48	48-57	57-60	
3	0-5	5-18	18-23	23-28	28-33	33-44	44-49	49-60	
4	0-8	8-20	20-25	25-30	30-35	35-43	43-48	48-60	
5	0-6	6-18	18-24	24-35	35-40	40-50	50-55	55-60	
6		0-5	5-10	10-22	22-28	28-43	43-48	48-55	55-60
7		0-8	8-20	20-26	26-33	33-40	40-45	45-50	50-60

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## Operation Order

COMPHIBGRU ONE 303-67

Plan	Operate	Silent	Operate	Silent	Operate	Silent	Operate	Silent	Operate
8	0-3	3-18	18-22	22-37	37-41	41-50	50-55	55-60	
9	Intermittent operations (minimum use as necessary)								

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Lieutenant, U. S. Navy  
Flag Secretary

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Operation Order

COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/JULY 67

Msg Ref: LSLT-9

Annex T

Time Zone: Tango (+7)

Training1. General.

GOLDEN SLIPPER is designed to train participating forces in the planning and execution of an amphibious assault landing conducted in a counter-insurgency environment. CTG 176.0 will schedule training for Navy elements to be conducted enroute to the AOA. Such training will include, but not be limited to, ship control, tactics, and communications exercises.

2. Special Training.a. Communication Exercises.

(1) To ensure the successful conduct of the exercise, all communications personnel and equipment must operate at peak performance. COMMAND ATTENTION SHALL BE GIVEN TO THIS REQUIREMENT.

(2) Training of personnel who will be using communications facilities and equipment will be accelerated during the in-port phase of the exercise.

b. Gunnery Training.

(1) Simulated NGFS will be conducted during the landing phase of the exercise in the AOA by two DDs.

(2) All NGFS ships will conduct preliminary training as necessary to ensure their proper functioning in their assigned roles.

c. Training Exercises.

(1) A schedule of training exercises scheduled by CTG 176.0 is included in Appendix I.

(2) All ships conduct abandon ship, man overboard, fire and other appropriate general drills as soon as practicable after embarkation is completed.

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(3) COMLANSHIPRON ONE will schedule and conduct own training exercises and drills for his units when operating separately.

(4) Unit commanders and commanding officers are authorized and encouraged to conduct additional exercises as time permits.

d. Amphibious Training.

(1) Pre-sail training for all appropriate units will include Boat Group/Wave Guide Commander indoctrination and heavy weather cargo handling procedures. Embarked troops must be thoroughly indoctrinated in proper heavy weather cargo handling procedures.

(2) Debarkation drills with embarked troops will be conducted during the movement to the objective area.

e. Tactical Training.

(1) Tactical exercises/drills will be conducted without signal in accordance with Appendix I by designated OCE's. Additional drills and exercises will be scheduled by CATF if time permits, and may include sinuous course steering and execution of zig-zag plans.

f. Anti-Sneak Attack Training.

(1) Ships in the objective area may be subject to sneak attack by swimmers. Ships will be prepared to defend against these attacks in accordance with COMPHIBPAC INST 03500.17B and Annex Juliet of this OPORD. Periods of alert for swimmer attacks will be signalled by CATF.

g. AAW Training.

(1) Selected AAW units will conduct training on D-Day and D+1 in accordance with Appendix VIII to Annex H.

3. Pre-Exercise Training.

a. In addition to the training schedule herein, ships concerned take advantage of available time prior to the exercise to ensure that assault boat coxswains are thoroughly qualified in beaching and retracting techniques and boat control procedures. Brief all hands on all phases of the exercise, with special emphasis on briefing of boat crews.

4. Reports.

a. Reports concerning training exercises during Exercise GOLDEN SLIPPER

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COMPHIBGCU ONE 303-67

will be submitted as follows:

(1) CIC, Communications and watchstander-type drills and exercises will be critiqued immediately following each exercise by the designated OCE. These critiques will be conducted over the Task Force Reporting Net and will be followed by a PRIORITY precedence msg report to all concerned, info to CTG 176.0.

(2) In addition, to the contact report immediately submitted in accordance with Annex J, ships attacked by swimmers while in the AOA will submit a summary message report to reach CATF not later than 1200T the day following the attack. This report may cover a period of the exercise, not to exceed 24 hours, and in which more than one attack may have occurred.

b. Training exercise reports as above will be submitted in the following format:

- (1) Exercise event number.
- (2) Title or type of exercise.
- (3) Evaluation of exercise including major details of non-drill type exercises.
- (4) Comments and recommendations.

5. Corrective Action.

a. If during the conduct of GOLDEN SLIPPER or any included training drill, exercise or evolution a significant deficiency or error is noted, it is expected that the OCE/CTU for that particular drill, exercise or evolution will promulgate a message which both invites the attention of participating units to the deficiency or error and suggests corrective action to preclude future recurrence. If the OCE noting the error is the CATF, then the CATF will promulgate notice of the error and corrective action in the daily SITREP under a separate paragraph entitled "Corrective Action Required."

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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COMPHIFGRU ONE 303-67

Appendix:

I Training Schedule

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

Appendix I to Annex TTraining Schedule

Event No.	Local Time	Exercise	Participants	OCE (See Note 3)
31-T1	1800-2000	Formation Tactics	TU 176.0.3	CTU 176.0.3
31-T2	2000-2100	Z-10-C	TU 176.0.3	ESTES
31-T3	2100-2200	Z-13-CC (Non Maneuvering)	TU 176.0.3	CABILDO
31-T4	2200-2300	Z-1-C NOTE (1)	TU 176.0.3	OKANOGAN
31-T5	2300-2400	Z-2-C NOTE (2)	TU 176.0.3	IWO JIMA
31-T6	2300-2400	Z-8-C	TU 176.0.3	SUMMIT CTY
01-T1	1800-2000	Formation Tactics	TU 176.0.3	COMPHIBRON THREE
01-T2	2000-2100	Z-10-C	TU 176.0.3	ESTES
01-T3	2100-2200	Z-13-CC (Non Maneuvering)	TU 176.0.3	IWO JIMA
01-T4	2200-2300	Z-1-C NOTE (1)	TU 176.0.3	HENRICO
01-T5	2300-2400	Z-2-C NOTE (2)	TU 176.0.3	OKANOGAN
01-T6	2300-2400	Z-8-C	TU 176.0.3	JEROME CTY

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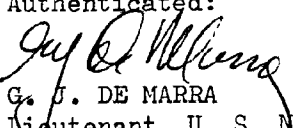
NOTE (1) Primary Frequency - 15315 KCS  
Secondary Frequency - 17875 KCS

NOTE (2) Primary Frequency - 349.0 MC  
Secondary Frequency - 249.8 MC

NOTE (3) Attention of all OCE's directed to the requirement for a  
PRIORITY message critique following each training event, as  
specified in subparagraph 4.a.(1) of Annex T.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
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Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JUL 67

Msg Ref: LSLT-9

Annex UEmbarkation

Zone Time: TANGO (+7)

1. Task Organization. (See Annex A)

2. General. This annex provides for the combat loading of elements of the 4th Marine Expeditionary Brigade TG 179.0 and supporting naval elements in ships of TG 176.0.

3. Execution.a. 4th Marine Expeditionary Brigade (TG 179.0)

(1) Embark in assigned shipping in accordance with approved ship loading plan and as scheduled in Appendix I.

(2) Make arrangements for staging areas, services and facilities required to accomplish staging and embarkation as indicated in Appendix I to Annex U to COMPHIBPAC OPORD 302-67.

(3) Arrange for dunnage, special loading aids, wheel chocks, special slings and security of equipment and supplies.

(4) Provide dunnage under all tracked vehicles that do not have rubber tread protectors and that will be stowed on steel decks.

(5) Ships loading plans are to be prepared in accordance with Fleet Marine Manual, Embarkation (FMFM 4-2). Do not reproduce by photo reduction process.

(a) Team Embarkation Officer deliver proposed ship loading plans, approved by the Embarkation Team Commander, to the Commanding Officer of ship concerned for his approval as soon as possible, but not later than 24 hours prior to commencement of loading. Upon approval by ship's Commanding Officer, deliver 6 copies to the ship concerned.

(b) Upon completion of loading, the Team Embarkation Officer will assist in correcting loading plans with the ship's Combat Cargo Officer/

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**First Lieutenant.** Corrections to plans will be approved by the Embarkation Team Commander and the ship's Commanding Officer at which time distribution will be made by the ship as indicated in paragraph 3b, c and d below.

(6) Provide advance parties in accordance with Fleet Marine Force Manual, Embarkation (FMFM 4-2). Advance parties will board ships 12 hours prior to commencement of loading.

b. San Diego Loading Element (TE 176.0.2.1)

(1) Combat load applicable elements of the Landing Force and supporting naval elements in accordance with approved ship's loading plans at Port of Embarkation as scheduled by Appendix I.

(2) Arrange for anchorages, berths and lighterage as required for ships to accomplish loading and embarkation. Coordinate ship movements in executing this plan.

(3) Immediately upon receipt of approved ship's loading plan from the Landing Force, each ship will make the following distribution of the loading plans:

<u>To</u>	<u>Copies</u>
Loading Unit (CTU 176.0.2)	3
Loading Element (CTE 176.0.2.1)	1

(4) Upon completion of loading, TE 176.0.2.1 Combat Cargo Officers/First Lieutenants will correct loading plans with the assistance of Embarkation Team Commanders. Corrected loading plans will be approved by the Team Embarkation Officer and the ship's Commanding Officer. Distribution of corrected loading plans will be the same as that in sub-para (3) above.

c. Del Mar Loading Element (TE 176.0.2.2)

(1) Load and lift supporting naval elements personnel and equipment from San Diego to Del Mar.

(2) Control movements of ships to Del Mar.

(3) Designate anchorages for assigned ships.

(4) Control employment of assault craft division during loading.

(5) Arrange for necessary Beachmaster services during Del Mar Loading.

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(6) Combat load applicable elements of the Landing Force and supporting naval elements in accordance with approved ship's loading plans at Port of Embarkation as scheduled in Appendix I.

(7) Immediately upon receipt of approved ship's loading plans from the Landing Force, each ship will make the following distribution of the Loading Plans:

<u>To</u>	<u>Copies</u>
Loading Unit (CTU 176.0.2)	3
Loading Element (CTE 176.0.2.2)	1

(8) Upon completion of loading TE 176.0.2.2 Combat Cargo Officer/First Lieutenants will correct loading plans with the assistance of Embarkation Team Commanders and the ship's Commanding Officer. Distribution of corrected loading plans will be the same as that in subparagraph (7) above.

d. LPH Loading Element (TE 176.0.2.3)

(1) Combat load applicable elements of the Landing Force and supporting Naval elements in accordance with approved ship loading plan at Port of Embarkation as scheduled in Appendix I.

(2) Immediately upon receipt of approved ship loading plan from the Landing Force, make the following distribution of the loading plan:

<u>To</u>	<u>Copies</u>
Loading Unit (CTU 176.0.2)	3
Loading Element (CTE 176.0.2.3)	1

(3) Upon completion of loading, TE 176.0.2.3 Combat Cargo Officer/First Lieutenant will correct loading plans with the assistance of Embarkation Team Commander. Corrected loading plan will be approved by the team embarkation officer and the ship's Commanding Officer. Distribution of corrected loading plans will be the same as that in sub-para (2) above.

x. Coordinating Instructions.

(1) Reports.

(a) Loading reports will be submitted by CTE 176.0.2.1, 176.0.2.2 and 176.0.2.3 every two hours in the following format:

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- A. Name of Ship
- B. Time Commenced Loading
- C. Percent of Personnel Embarked
- D. Percent of Vehicles Embarked
- E. Percent of Cargo Embarked
- F. Time Loading Completed

(b) Unloading status reports will be submitted by each ship to CTU 176.0.2 every two hours in the following format:

- A. Name of Ship
- B. Time Commenced Unloading
- C. Percent Personnel Debarked
- D. Percent Vehicles Debarked
- E. Percent Cargo Debarked
- F. List of Serials Unloaded Since Last Report
- G. Time Completed Unloading.

(2) Dangerous Cargo Handling: Loading of explosives and hazardous cargo will be as follows:

(a) Class III: BUSHIPS Technical Manual, paragraph 15-42 applies. Commander Landing Force insure that all Class III drums are carefully inspected and no leaking drums loaded. Vehicle fuel tanks will be filled to no more than 75% capacity.

(b) Class V: USCG Publications, CG 108, as modified by COMPHIB-PAC INST 8023.3 applies (Landing Force ammunition stowage; instructions concerning). This is to be interpreted to permit combat loading of Class III and Class V cargo in Landing Force vehicles. Such vehicles may be carried in any vehicle hold.

(3) Lift Techniques: Spreaders will be used for all vehicle lifts, and shackle bolts for all vehicles/heavy lifts.

(4) Loading Schedule: Loading will be conducted on a continuous, twenty-four (24) hour basis, if required, to meet the loading schedule.

(5) Ships will coordinate the delivery and loading of ships supplies so as not to interfere in any way with the embarkation of Marine personnel and equipment.

(6) Naval Support Elements Load and Billet Planning: The Landing Force is charged with preparing ship's loading plans. These plans must provide for the stowage and billeting of all embarked Naval and Marine Corps

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personnel, equipment and supplies. In order to insert supporting naval elements lift requirements in load plans, assigned detachments submit following data to 4th MARDIV Embark Officer:

(a) Cargo and Loading Analysis Form (omit if all equipment is mobile loaded).

(b) Vehicle Summary and Priority Table.

(c) Unit Personnel and Tonnage Table.

-----  
Note:

1. Consider Landing Craft to be "vehicles"

2. Beachmaster loading is accomplished by the Landing Force.-----

(7) Units/Activities having known requirements for billeting of observers/VIPs are requested to submit the following information as early as possible to CTG 176.0.

- A. Name
- B. Rank/Civilian Rating
- C. Serial Number
- D. Date of Rank
- E. Branch of Service/Civilian Firm Representing.
- F. Brief narrative of phase of operations interested in observing.

(8) Landing Craft Crews: Loading planning is based on the following:

(a) LCU - crew (12) billets aboard LCU and mess aboard LSD.

(b) LCM(8) - crew (5) billets and mess aboard LSD.

(9) Dummy cargo, both palletized and bulk, must be treated in the same manner as the real cargo it represents. To permit appropriate handling techniques, dummy cargo must be clearly marked to indicate simulated contents and pallet gross weight. Palletized cargo planned to be loaded intact must not be broken down and stowed as bulk cargo. Banding machine clamps, and banding tape must be retained at all embarkation staging areas to tighten up loosened loads and to band any palletized cargo not already banded or improperly banded.

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COMPHIBGRU ONE 303-67

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Rear Admiral, U. S. Navy  
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-----and Commander Amphibious Group ONE

Appendix

I Berthing and Loading Schedule

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Time Zone: Tango (+7)

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,

and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z JULY 67

Msg Ref: LSLT-9

Appendix I to Annex UBerthing and Loading Schedule

SHIP	POE	BERTH	DATE/TIME	NOTES
ESTES	NAVSTA, SDIEGO	61	261500-311400	
OKANOGAN	NAVSTA, SDIEGO	<del>83</del> 82	300600-311200	
HENRICO	NAVSTA, SDIEGO	<del>86</del> 81	300600-311200	
PT DEFIANCE	NAVSTA, SDIEGO	85	290800-291600	4
	DEL MAR	Anchorage	300600-311200	1
CABILDO	DEL MAR	Anchorage	300600-311200	1
IWO JIMA	OFF CAMP PENDLETON		290800-291200	
	NAVSTA, SDIEGO	66	300600-311200	
WEXFORD CTY	NAVSTA, SDIEGO	Mole Pier	290800-301200	1 - 2
	DEL MAR	Boat Basin	301800-311200	3
JEROME CTY	NAVSTA, SDIEGO	Mole Pier	280600-291800	1 - 2
	DEL MAR	Boat Basin	300800-301800	3
SUMMIT CTY	NAVSTA, SDIEGO	Mole Pier	280600-291800	1 - 2
	DEL MAR	Boat Basin	300800-301800	3

## NOTES:

1. All LSD's and LST's will depart area to arrive Del Mar in time for commencement of loading.
2. Pre-load four sections of causeway prior to departing San Diego area.
3. LST's will enter and depart Del Mar Boat Basin at high tide.

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Operation Order

COMPHIBGRU ONE 303-67

4. Load (3) warping tugs and 4 LCM(6)'s for transportation to Del Mar Boat Basin.

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Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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COMPHIBGRU ONE 303-67

Zone Time: Tango (+7)

U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0  
and Commander Amphibious Group ONE  
USS ESTES (AGC 12), Flagship  
San Diego, California  
DTG: 171600Z JUL 67  
Msg Ref: ISLT-9

Annex VPublic Affairs

Ref: (a) COMFIRSTFLT OPODER 301A-67  
(b) U. S. Navy Public Information Manual (NAVEXOS P-1035)  
(c) PACFLTREGS, Art 12104.1

1. Mission. The primary mission of the public affairs program for Exercise GOLDEN SLIPPER is to afford maximum publicity to the exercise in order to keep the U. S. public informed of the capabilities and potential of the Navy-Marine Corps Team to the overall military posture of the United States.

2. Themes. Points to be stressed with visitors, media representatives and in releases are as follows:

- a. The strategic mobility of amphibious forces.
- b. The ability of the Navy-Marine Corps team to strike at a place of its own choice, carrying all of its own weapons and supplies, with emphasis on its integrated self-support and staying power.
- c. The flexibility afforded the landing force by being embarked in Navy ships on the high seas, where maximum mobility and surprise can be attained without problems concerning territorial rights and without direct risk to the United States as a prime target.

3. Organization

a. A Command Information Bureau (CIB) has been established and designated TE 176.0.0.6. The CIB shall plan, coordinate, and implement public affairs activities for Exercise GOLDEN SLIPPER for the purpose of keeping the public fully informed concerning the nature, scope and significance of the training being conducted and to ensure accomplishment of the primary public affairs mission.

b. A Protocol Branch has been established within the CIB. The Protocol Branch shall coordinate the protocol aspects, accommodations and transportation for the invited visitors including media representatives.

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c. A Public Affairs Branch has been established within the CIB. The Public Affairs Branch shall plan and coordinate all internal and external press and public information coverage of the exercise, and also shall plan and coordinate the logistics, administrative, personnel and communications requirements of CIB.

d. Sub-CIB organizations will be established if and as appropriate during the exercise in order to provide the most favorable media coverage and visitor accommodations.

**4. Location.**

Mail Address (5 July - 4 August 1967)

Command Information Bureau, Exercise GOLDEN SLIPPER  
Building 13131, Marine Corps Base  
Camp Pendleton, California 92055

Telephone

5 July - 4 August 1967  
Camp Pendleton  
Commercial Phone: 714 722-4111  
Autovon: 898-3330, Extension 4353

**5. Policy.**

a. This Annex establishes public affairs policy and procedures for Exercise GOLDEN SLIPPER. Current directives, standing operating procedures and policies remain in effect for Exercise GOLDEN SLIPPER, except as modified herein.

b. CTE 176.O.O.6 is designated Information Control Officer (ICO) for this exercise. As such, he is the primary releasing agent for public information pertinent to Exercise GOLDEN SLIPPER. CIB will issue a series of releases establishing the public information build-up for Exercise GOLDEN SLIPPER. Copies or essentials of these releases will be distributed to all participants.

c. Release of all significant information will be made by CTE 176.O.O.6 or higher authority. Exercise commanders proposing a news release will forward it to CIB, which will screen and disseminate the material, or submit it to higher authority for release, as appropriate.

d. Commanding Officers are authorized to answer questions of a strictly local nature, or to grant interviews with media representatives regard-

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ing their command's participation in the exercise, as long as information revealed is within the context of information previously released by CIB.

e. Public information releases shall not describe the progress of the exercise in terms of either side having "won" or "lost". Replies to inquiries regarding this aspect of the exercise shall make clear that this is a training exercise.

f. Questions from media representatives or from the general public which commanding officers feel cannot be answered within the context of previously released information should be referred to the CIB. In no case should commanding officers refuse to provide information without also referring the requesting party to the CIB.

g. Commanding Officers ensure that embarked or transient visitors and newsmen are properly escorted to ensure that unclassified material is readily available and that classified material is not inadvertently revealed. The CIB will arrange for escorts to and from individual commands. The commanding officer of the activity being visited by media representatives or other visitors should provide local officer escorts from his own resources. CIB will notify commands as far in advance as possible concerning such visits, providing such details as are available. For further information on handling of media representatives and other visitors, see NAVSO P-1035 (rev 12-65) (U. S. Navy Public Affairs Regulations).

h. Speed and accuracy are the two vital ingredients of news coverage. The commanding officers of units involved in a newsworthy event ensure that all available information is delivered to the CIB as rapidly as possible, and that the information is as accurate as can be determined at the time. It is better to forward whatever information is available at the time and to follow up with the incremental information as the situation develops, than to hold the entire story until every detail is known. The latter could result either in delay of the story until it is no longer of interest to the media, or in hearsay information finding its way into media channels.

i. Public affairs aspects of foreseeable national, Department of Defense, and/or Navy broad policy will be reconciled by CTG 176.0 prior to commencement of the exercise, and commands concerned will be informed. Should events, situations or circumstances arise during the play of the problem which have or could have effect or bearing upon high-level policy, full details will be transmitted immediately to CTG 176.0 (info CTG 179.0 and CTE 176.0.0.6).

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Operation OrderCOMPHIBGRU ONE 303-67

j. All participants and supporting organizations for this exercise shall provide such assistance, cooperation and support, both material and personnel, as may be requested by CTE 176.0.0.6 so that fullest public information potential may be realized.

k. Direct liaison is authorized and directed between CIB and all participants in this exercise.

6. Responsibilities and Tasks.

a. General.

(1) Activities listed in Annex Z (indicated by asterisk):

(a) Prepare and forward the information requested in Appendices I, II and III hereto in accordance with the directions contained therein.

(b) Ensure an officer is designated as Public Affairs Officer for the activity, and that he is not overly encumbered with collateral duties, or assigned to a task or tasks in the operational phase of the exercise which inhibit his ability to function immediately and effectively as unit PAO whenever a newsworthy circumstance occurs which involves the personnel or equipment of his activity.

(c) Be alert to recognize and exploit any newsworthy situation. Should the situation warrant broader or more professional coverage than resources at hand can accommodate, CTE 176.0.0.6 should be informed immediately in order that appropriate PAO and/or media personnel may be dispatched to the scene.

(d) Commanders scheduling or anticipating events which may be of interest to visitors, or which further the themes of the exercise, will report the events to CIB for inclusion in newsmen's or visitors' itineraries.

(e) Activities having media representatives and/or visitors aboard shall prepare contingency plans that will provide these persons with, or expose them to, material (human interest, home town or state personnel interview, special or unique features/ capabilities of the activity, etc.) which will profitably occupy their time and tend to counteract the potentially adverse effects of delays occasioned by weather or other circumstances.

(f) Activities not having visitors or media representatives

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aboard shall be prepared to receive them on short notice and to provide information/exposure as specified in the foregoing subparagraph.

(g) Commands will ensure that spot news involving participating units is reported in detail by priority message to CTG 176.0 and CTE 176.0.0.6. Special attention will be given to forwarding accurate and specific information with regard to names, rank or rate, ages, hometown addresses, dates, times and circumstances involved in reports of accidents in which personnel casualties are sustained. As a general rule, it is better to send more information than is necessary rather than not enough: Appendix II refers.

(h) The principle of security-at-the-source will apply to all public information material, including photography. Prior to filing, public information material will be reviewed by originators to ensure that classified information is not inadvertently released.

(i) CTG 176.0 will be informed of any deficiencies which jeopardize the intent and purpose of the CIB, or which materially degrade the accomplishment of the tasks assigned.

(j) CIB will provide visitors and news media representatives a general briefing on the exercise with details of the exercise developments up to the time of their arrival. Thereafter, up-to-the-minute briefings of exercise progress and aggressor/friendly interactions will be provided by the TEC at a central location. Commanding Officers of activities receiving newsmen and other visitors keep them informed as the exercise progresses.

7. Transportation Controls. To facilitate and ensure compliance with OPNAVINST 4630.10 series, the following procedures are established:

a. CIB will ensure that visitors/newsmen execute a release from claim for injury or death (commonly referred to as Hold-Harmless Release forms) at the time of their arrival briefing or prior to their first flight, whichever occurs first.

b. At the time of execution of the Hold-Harmless Release forms, the individual will be presented special tickets upon which will be printed the information required on a passenger manifest.

c. Each command from which a passenger-carrying helicopter departs shall require that one of the tickets be presented to the embarkation control officer prior to being permitted to board the helo.

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d. Civilians who do not have or cannot produce the boarding tickets shall not be permitted to board the helo. CIB (or its nearest representative) shall be notified immediately in order that the matter may be reconciled as rapidly as possible.

8. CIB Voice Calls.

a. The CIB will employ voice call signs during this exercise in accordance with Appendix I, Annex November.

b. Helicopters being used by CIB will employ the voice call of CTE 176.O.O.6 plus the aircraft side number (two digits, e.g., Zero four, One eight, etc.).

c. CIB-controlled automotive vehicles will employ the CTE 176.O.O.6 voice call plus a letter (ALFA, BRAVO, etc.).

d. Landing craft used by CIB will employ the CTE 176.O.O.6 voice call sign plus the word "BOAT" followed by a number (BOAT ONE, BOAT TWO, etc.).

9. Transmission/Transportation of News Media. It is paramount to the successful accomplishment of the mission of the CIB that news material be transmitted and/or transported to its ultimate destination in a timely manner. Therefore the most expeditious means available at the time must be used to advantage.

a. Press Traffic. Teletype communications facilities may be used by newsmen for filing of press traffic direct to their employers in accordance with instructions contained in DNC 26B (Articles 341 and 360-374 pertain).

b. Radio Broadcasts. Ship-to-Shore commercial facilities shall be used for voice transmissions.

c. Photographic Facilities. Ships equipped shall make their photographic laboratories available provided operational commitments permit. It is not anticipated that wire-photo facilities will be available.

d. Courier Flights. Deliver still and motion picture photography, tape recordings, or other news material originated by newsmen or naval sources to the CIB by the fastest means available. Helicopters may be used as available. CTG 176.O may authorize courier flights when appropriate. These flights will terminate at MCAAF Camp Pendleton, weather permitting. When time permits, the CIB shall be advised of incoming flights in order that a CIB representative may meet the flight. In the

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event that flights are not met, pilots of courier helos shall deliver the news material to the Air Operations Duty Officer, who will notify the CIB. The following procedures shall be used in forwarding news material via courier flights:

(1) Civilian News Media. Newsmen shall clearly indicate distribution instructions desired on the package or shipping tag.

(2) Navy/Marine Corps Photography. Motion pictures shall be forwarded unprocessed, with complete caption material. Still photography normally shall be forwarded unprocessed, with complete caption material; however, when time permits, photos may be processed, and a set of proof prints forwarded with the original negatives. Selection, mass printing, and distribution of photography will be accomplished by the CIB.


J. T. BURKE, Jr.

Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

## Appendices:

- I Public Information Data Sheets
  - Tab A Information Sheet
- II Adverse Incident Plan
- III Fleet Hometown News Coverage

## Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

Appendix I to Annex VPublic Information Data Sheets

1. In order that the CIB shall have the most up-to-date information possible, and that contradictory or erroneous information shall not be given out, each activity participating in Exercise GOLDEN SLIPPER forward the information hereinafter requested.
2. This information will be used as a primary source of data for preparing news releases and answering inquiries. In time of emergency or accident, it is of vital importance to the Navy's public affairs program that timely and accurate information be provided to the press. Unfortunately there are the times when unit commanders/commanding officers are hard-pressed in the performance of operational tasks. It is a primary goal of the CIB to assist unit commanders/commanding officers as possible with PAO aspects during the exercise and particularly during the crucial period following an accident or incident. In handling inquiries, it is important that CIB spokesman have complete information upon which to base replies. If the data is classified indicate with a rubber stamp or other easily distinguishable mark, but do not omit the information.
3. All data should be effective for the period 25 July to 8 August 1967. If such data is not now known (e.g., change of command will take place before 24 July, but data on the new commanding officer not available) indicate that fact on the data sheets and forward the information to CIB as it becomes available.
4. An original plus four copies of TAB A shall be forwarded to CIB. The fifth copy shall be retained by the command for its own use.
5. The following amplification is offered to assist in filling out TAB A:

<u>Item</u>	<u>Guidance</u>
B.1, B.2	Use rounded-off on-board count.
C.5	Indicate information which might be of interest to newsmen, e.g., "CO has just returned from South Vietnam where he was an advisor to RVN Navy in counter-insurgency warfare."
C.6	Indicate subject which command desires brought to the attention of newsmen, e.g.: "TACRON can provide briefing on its operations and would welcome visits by newsmen."

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Item

Guidance

C.7

Indicate any information not otherwise requested which might be of interest or value to CIB.

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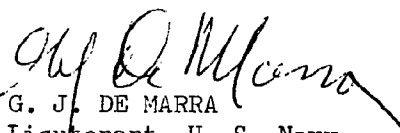
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Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Tab:

Tab A Information Sheet

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(TO BE CLASSIFIED BY ORIGINATOR AS REQUIRED)

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U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/JULY 67

Msg Ref: LSLT-9

Tab A to Appendix I to Annex VInformation Sheet  
Exercise GOLDEN SLIPPER  
Submit Original and Four CopiesName of Ship/UnitParent Organization

A. Commanding Officer (If other title, indicate: \_\_\_\_\_)

1. Name \_\_\_\_\_  
First Middle Last

2. Rank/File Number/Branch of Service: \_\_\_\_\_

3. Current Home Address \_\_\_\_\_  
Street

City

4. Wife's Name \_\_\_\_\_

5. Wife's Address (If other than 3) \_\_\_\_\_  
Street

City

State

6. Parents: Mr. and/or Mrs. \_\_\_\_\_

Street

City

State

B. Ship/Unit Data

1. Number of Officers \_\_\_\_\_

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2. Number of Enlisted \_\_\_\_\_

3. Homeport/Station \_\_\_\_\_

4. Brief Statement of Mission:

5. Brief Statement of Mission in Exercise GOLDEN SLIPPER:

6. (For Ships Only) Indicate Staff(s) that will be embarked during Exercise GOLDEN SLIPPER:

C. Public Affairs Support Capability:

1. PAO's name/rank \_\_\_\_\_

2. Number of journalist specialists on board \_\_\_\_\_

3. Number of rated photographers on board (include designated strikers) \_\_\_\_\_

a. If no rated or designated photographer, is competent amateur photographer, with equipment available? \_\_\_\_\_

4. Are darkroom facilities available? \_\_\_\_\_

5. Indicate any "newsworthy" items (see instructions):

6. Indicate any public information aspects suitable for exploitation (see instructions):

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and Commander Amphibious Group ONE

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G. J. DE MANNA

Lieutenant, U. S. Navy

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U. S. Pacific Fleet  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE  
San Diego, California  
USS ESTES (AGC 12), Flagship  
DTG: 171600Z/JULY 67  
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Appendix II to Annex VAdverse Incident Plan

References: (a) BUPERS Manual, Part C, Section 8  
(b) MARCORSPERSMAN, Chapter 12  
(c) PACFLT Regulations, Article 12104.1

1. Purpose. The purpose of this appendix is to specify the procedures and format for the release of information concerning adverse incidents occurring during Exercise GOLDEN SLIPPER.

2. Definition. An "adverse incident" is considered to be:

a. Any personnel casualty, whether to military or civilian personnel, which results in death, being placed in a "missing" status, or injury serious enough to require hospitalization.

b. Lesser injuries to a group of persons, resulting from a single incident.

c. Major accidental damage to material.

d. Any other accident or incident which could be or could become the subject of press interest, and particularly those incidents which are or have been observed by civilian newsmen or guests.

3. Background. There is a possibility that adverse incidents will occur in an exercise of the size of GOLDEN SLIPPER. The occurrence of adverse incidents is invariably of great interest to newsmen. Experience has shown that news coverage of such incidents can be limited to a relatively brief period if essential information on the incident can be provided in the briefest possible period of time. Identification of persons involved in adverse incidents is of special interest to newsmen, and is most often the item which extends news coverage into additional days.

4. Policy. It is SECNAV policy that essential news of adverse incidents be released when known, unless such release compromises military security. To accomplish its mission, CIB must be expeditiously informed of all particulars of adverse incidents including full identification of persons involved. The decision as to when such news is to be released, is the responsibility of CTG 176.0 in his capacity as Commander ATF. In

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no case will individual commanders withhold such information from CTG 176.0. Wording and timing of press releases pertaining to adverse incidents will be determined by the merits of individual cases, and whenever possible, identification of casualties will be withheld until the next-of-kin may reasonably be expected to have been notified.

5. Action. CTG 176.0 and CTE 176.0.0.6 will be made information addressees on all communications required by reference (a) or (b), whichever is appropriate.

a. CTE 176.0.0.6 will initiate any reports deemed necessary in accordance with reference (c).

b. Format of Notification of CTG 176.0. Upon occurrence of an adverse incident, the commander concerned will notify CTG 176.0 (info CTE 176.0.0.6) by Priority message utilizing the following format. Items of information not immediately available may be sent in subsequent message(s). Commanders able to contact CTG 176.0 by landline may utilize telephone for this purpose.

-----

UNCLAS (Or Classified as Appropriate)

PRIORITY

From: \_\_\_\_\_

To: CTG 176.0Info: CTE 176.0.0.6

## REPORT OF ADVERSE INCIDENT

A. ANNEX V LSLT-9

B. (ANY OTHER PERTINENT MESSAGE)

1. Summary description of incident.

- a. What happened?
- b. When?
- c. Where?
- d. How?
- e. Why?

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## 2. Persons Killed:

- a. Name
- b. Rank/Rate
- c. File/Service Number
- d. Branch of Service
- e. Parent Command
- f. Name, address, and relationship of next-of-kin
- g. Status of notification of NOK
- h. Factors which may preclude public release, if any.

## 3. Persons Missing:

- a. Name
- b. Rank/Rate
- c. Date of Birth
- d. File/Service Number
- e. Branch of Service
- f. Parent Command
- g. Name, Address, and relationship of NOK
- h. Status of notification of NOK
- i. Factors which may preclude public release, if any.

## 4. Persons Injured:

- a. Name
- b. Rank/Rate
- c. Date of Birth
- d. File/Service Number

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- e. Branch of Service
  - f. Parent Command
  - g. Name, Address and relationship of NOK
  - h. Status of notification of NOK.
  - i. Critical, serious, or minor injury, if determined.
  - j. Description of injury, expressed in lay terminology.
  - k. Treatment and evacuation sequence.
  - l. Factors which may preclude public release, if any.
5. Circumstances surrounding incident which have favorable implication (heroism, self sacrifice, or interservice cooperation). Summarize with minimum detail.
6. Persons involved but not injured:
- a. Name
  - b. Rank/Rate
  - c. Date of Birth
  - d. File/Service Number
  - e. Branch of Service
  - f. Parent Command
  - g. How involved?
7. Brief estimate of extent of damage to major equipment. This information is important to CIB in determining the method of handling your particular incident. If the CO objects to release of this item, so state, and give brief reason for objection.
8. Does command desire CIB to provide PAO assistance at scene of incident?
- 

c. In using this format, omit reference to those items that are not applicable. Indicate by the word "UNKNOWN" or "UNDETERMINED" those pertinent

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items for which those words apply. A follow-up message should be sent as soon as these factors are known.

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Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
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Flag Secretary

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COMPHIBCRU ONE 303-67

U. S. Pacific Fleet

Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

San Diego, California

USS LSTES (AGC 12), Flagship

DTG: 171600Z/JULY 67

Msg Ref: LSLT-9

Appendix III to Annex VFleet Hometown News Coverage

References: (a) U. S. Navy Public Affairs Regulations (NAVSO P-1035)  
(b) Marine Corps Informational Services Manual (MARCOR Order P-5720.44), Chapter 9

1. Purpose. This appendix specifies the procedures to be used in obtaining news coverage of Exercise GOLDEN SLIPPER through Fleet Hometown News Center.

2. Action. FHTNC news material will be submitted in accordance with provisions of reference (a) or (b), whichever is pertinent. Specific responsibilities are listed below:

a. The Command Information Bureau will submit to FHTNC an advance master story on the exercise, which covers all participating units. Participating ships and units will be provided copies of the advance master story.

b. Participating ships and units will take action as follows:

(1) Forward NAVSO 5724/1 forms on personnel participating in the exercise to FHTNC.

(2) Submit a master story on ships or units participating in the exercise in time to reach FHTNC by 20 July 1967. This master story should concern the unclassified aspects of the individual ship or unit's participation in the exercise. It will be based on the CIB master story and other information deemed pertinent may be included.

(3) Ensure that rosters are current and correct. Notify CIB by priority message in the event of death, serious injury or detachment of personnel whose names have been forwarded.

c. All ships and units are encouraged to further participate in FHTNC program, in accordance with reference (a) or (b) as follows:

(1) Submit single stories on individuals who are involved in newsworthy events during the exercise direct to FHTNC (with copy to CTE 176.0.0.6). Appropriate events include rescues, acts of heroism, or performance of unusual duties. If possible, photographs should accompany single stories.

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Submit NAVSO 5724/1 form even if a form has been previously submitted.

(2) Submit tape-recorded interviews of individuals direct to FHTAG.

J. T. BURKE, Jr  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

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Lieutenant, U. S. Navy  
Flag Secretary

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Commander Amphibious Task Force, CTG 176.0

Operation Order

and Commander Amphibious Group ONE

COMPHIBGRU ONE 303-67

USS ESTES (AGC 12), Flagship

San Diego, California

DTG: 171600Z/July 67

Msg Ref: LSLT-9

ANNEX ZDISTRIBUTION

CNO (5)	*CO, USS ESTES (AGC 12) (3)
CNC (1)	*CO, USS IWO JIMA (LPH 2) (3)
CINCPACFLT (3)	*CO, USS OKANOGAN (APA 220) (3)
CG FMFPAC-A03-2, AFM-1	*CO, USS HENRICO (APA 45) (3)
COMFIRSTFLT	*CO, USS PT DEFIANCE (LSD 31) (3)
COMSEVENTHFLT	*CO, USS CABILDO (LSD 16) (3)
&COMPHIBPAC (5)	& *CO, USS JEFFORD COUNTY (LST 1168) (3)
COMPHIBLANT	COMLANSHIPFLOT ONE
COMPHIBTRAPAC	*CO, USS SUMMIT COUNTY (LST 1146) (3)
COMPHIBGRU THREE	*CO, USS JEROME COUNTY (LST 848) (3)
COMPHIBRON ONE	COMNAVBRACHGRU ONE (2)
&*COMPHIBRON THREE (5)	CO, ACB ONE (2)
COMPHIBRON FIVE	ACRON ONE (2)
&COMPHIBRON SEVEN (5)	ACDIV ELEVEN (2)
COMPHIBRON NINE	CO, BMU ONE (2)
COMPHIBRON ELEVEN	& COMNAVOPSUPPGRU PAC
CG LANFOTRACOMPAC	CO, BSU ONE (2)
CO NAVPHIBSCOL, CORONADO	CO, UDT TWELVE (2)
PRES, NAVWARCOL NPT	COMTACGRU ONE
OIC NAUTACDOCDEV PRODACTY	& CO BJU ONE (2)
COMDT, MARCORSOLS, QUANT	CO, TACRON TWELVE (5)
COMC LFD MARCORSOLS, QUANT	NAVCOMMSTA SDIEGO (2)
MRC/MO & NAVCOMMFAC(STA) (TASK ORG ONLY)	NAVCOMMSTA SFRAN
COMFLETRAGRU SDIEGO	CO, USS MADDOX (DD 731) (3)
COMELEVEN	CO, USS SHELTON (DD 790) (3)
COMASFORPAC	COMCRUDESPAC
COMWESTSEAFRON	COMDESRON NINE
FACSFAC NAS NORIS	

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COMPHIBGRU ONE 303-67

COMDESRON FIVE  
COMDESDIV 192

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COMDESDIV 52  
& CG 4TH MARDIV (50)

# For further distribution

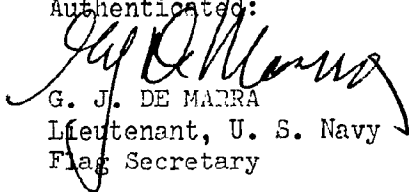
\* Acknowledge receipt using message reference

& Denotes distribution of Annex Quebec of higher classification

---

J. T. BURKE, JR.  
Rear Admiral, U. S. Navy  
Commander Amphibious Task Force, CTG 176.0,  
and Commander Amphibious Group ONE

Authenticated:

  
G. J. DE MARRA  
Lieutenant, U. S. Navy  
Flag Secretary

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Reconnaissance and UDT	F-1
Rehearsal	5, I-XI-1
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